

# The Hongkong Telegraph.

## MAIL SUPPLEMENT.

(ESTABLISHED 1881.)

NEW SERIES No. 5510

號四初月六年三十三緒光

SATURDAY, JULY 13, 1907.

大拜禮

號三十月七

英港香

\$13 PER ANNUM  
SINGLE COPY, 25 CENTS.

### CONTENTS.

#### Births, Marriages and Deaths.

#### Leading Articles.

#### The Question of Subsidiary Coins.

#### Prigorous Shanghai.

#### An Industry for Kowloon.

#### The Folly of Hurdle Races.

#### The Development of Formosa.

#### Railways in the North.

#### On the Subject of Opium.

#### U. S. Pacific Fleet.

#### Telegrams.

#### "King Alfred's" Score.

#### Chinese Bomb Outing.

#### Anti-Monarchical Outing.

#### Canton-Hankow Railway.

#### Meetings.

#### Sanitary Board.

#### Kulungau (Amoy) Municipal Council.

#### Legal Intelligence.

#### An Infant's Mortgage.

#### Another Infant's Mortgage.

#### Lunacy Inquiry.

#### Pollies.

#### Dead and Dumb Chaffeur.

#### Undertakers and Marriage Ceremonies.

#### Miscellaneous Articles and Reports.

#### Subsidiary Coins.

#### Canton-Hankow Railway.

#### Anti-Opium Regulations.

#### Hongkong and Shanghai Banking Corporation.

#### French National Holiday.

#### Indo-China Steam Navigation Company.

#### Harbour Collision.

#### Hatchang's Engine Damaged.

#### The Gymkhana.

#### Death of Mr. J. M. Bass.

#### Marine Court.

#### Killing Fatality.

#### The Currency Question in Indo-China.

#### The Royal Hongkong Golf Club.

#### Bell's Asbestos Eastern Agency, Limited.

#### Malaya Polo.

#### Sir Claude MacDonald.

#### Mort Chas for Chi-a.

#### The Defence of Shanghai.

#### Unrest in China.

#### The Situation in Vladivostok.

#### China Squadron.

#### Japan's Trade Field in China.

#### Riots in China.

#### A Deal in Langkats.

#### The Tairen Customs Regulations.

#### Terrible Experience on the High Seas.

#### South China Disturbances.

#### The Japanese Question in America.

#### The Siberian Route.

#### Raub Australia G. M. Co.

#### The Press in Korea.

#### Canton Day by Day.

#### The Fochow Dockyard.

#### Chinese Students in Japan.

#### The Anti-Opium Campaign at Shanghai.

#### The Huanpu Conservancy.

#### The Unrest in Kwangtung.

#### China's Currency.

#### The Proposed Shanghai Exhibition.

#### The Return of General Kuriki.

#### Yokohama Claim for Contract Money.

#### The Japanese Financial Situation.

#### The U. S. Pacific Cruise.

#### The Franco-Japanese "Entente."

#### Japanese "Black and White" Whisky.

#### Indo-Japanese Trade.

#### Japanese "Scotch Whisky" Case.

#### The Charge against a Bank Comptroller.

#### The Formosa Campaign.

#### Shanghai Vetch Club.

#### A Comparison of Two Navies.

#### What about the S. S. "Netherland."

#### The Trade of Singapore.

#### Taijiong Pagar Dock Company, Limited.

#### Public Companies.

#### Bangkok Chinese and the Naval Visit.

#### Bangkok Paddy Crop.

#### Commercial.

#### Yarn Market.

#### Exchange.

#### Local and General.

form the public that British subsidiary coins are legal tender up to \$2 in silver or \$2 in copper on each bill. To that the Colonial Treasurer replied that there was no objection to adding that fact to the notification. In the current issue of the *Government Gazette* the notification to which the Colonial Treasurer referred is published, and gives substantial effect to Mr. Osborne's request. The notification contains no more information than has been generally known by the better-informed people of Hongkong and, of course, by the entire body of merchants and traders in the Colony. The only fact which is apparent to those not dealing with the question of currency and exchange, as an everyday affair, is the fact that the coins minted at Canton or other places in China are only eight-ninths of the value of the standard coin of the Colony. The rest of the information which makes up the text of the notification is the fact that the legal tender of Hongkong subsidiary coins is one of \$2 nominal value in silver and \$1 in copper. That is a matter of common knowledge even, we may presume, among the schoolboys of the city. One important fact, however, to be added from the information imparted in the official communication is that all coins tendered to Government departments by the public in payment of monies due to the Government will not be put into circulation again. Such coins, we are informed, the Government intend to send to the melting pot and so reduce the amount in circulation to one actually "required by the necessities of business in the Colony." If by the return of the two million odd dollars of subsidiary coins last year to Birmingham the Colony had incurred a loss of something like \$100,000 we dread to contemplate what will be the expense involved by the luxury of returning some \$40,000,000 of subsidiary coins, which is the amount estimated that has been put into circulation in the Colony. By a process of elementary arithmetic let us multiply \$100,000 by 20 and we arrive at the enormous total of \$2,000,000 which the Colony might be required to pay for the privilege of calling in the subsidiary coins, allowing, of course, a certain amount for what is considered as being required "by the necessities of business in the Colony." That amount is for all practical purposes, as at present ascertainable, an indefinite figure, and he will be a bold statistician who will attempt to say, even approximately, what "the necessities of the Colony" are in such a matter. There is no authority who can venture upon a reliable opinion. How the difficulty of overcoming the influx of the provincial coins of China into the Colony by prohibiting them from getting into circulation can be met is the crux of the whole situation. We have heard the Government decided on every hand for its policy in connection with one of the most difficult financial problems of the hour as affecting the commercial prosperity of Hongkong. But we reiterate the view we once before expressed that the Colonial authorities are far from being to blame for the present deadlock, which we have arrived at mainly by the supineness of the traders in accepting the alien coins and putting them into circulation in the course of their business in Hongkong and its vicinity. A few years ago when the problem presented none of the acute features which it does to-day the Government did the Chamber of Commerce the honour of approaching it for its advice on the matter, and in doing so we must give credit to the administration at the time for consulting a body which should certainly have been possessed of the best information and of the practical experience which might guide the Government in steering a clear course in the question of the standard currency in Hongkong for its trade requirements. Looking up past volumes of the Chamber's transactions we find that the information given the Government by that august body of merchants and traders was to the effect that Hongkong was powerless to restrict the importation of foreign coins into the Colony for fear of the retaliatory measures which the Government of Kwangtung might be advised to take and return to the Colony the many millions of its small coins which had found their way into favour amongst the Chinese in the interior of that province and beyond. Now the same difficulty presents itself to the Government of Hongkong in a far more aggravated form for the reason that since the time to which we allude millions of coins have been minted profitably to the provincial treasury of Canton, and sent out to Hongkong where they have found ready circulation and acceptance. That the Government finds itself impotent to decree the prohibition of the alien Chinese coin is evident from the fact that not even so much as a tentative effort is made or any suggestion offered in the notification on the subject under discussion. It has been often and often urged that, because the Straits Settlements, Siam and the Philippines had found it practicable to prohibit the influx of foreign coins into their territories, there was no reason why Hongkong should not promulgate a decree against the coins issued by the Viceroy of Canton and dumped into our great entrepot of trade in Hongkong. (I, of course, he advocates of prohibition cannot be aware of the difficulties of such a policy, as the hinterland trade of the places cited is controlled absolutely by their respective governments, whereas our own hinterland is China, itself, which presents an insuperable difficulty in legislating in a matter of such vital importance to the interests of Hongkong and China itself. Moreover, the army of officers which would be required by the anomalous introduction of a preventive service in the free port of Hongkong so as to detect the

importation of the prohibited currency would involve such an enormous expenditure that it would militate against any and whatever advantage that might accrue to the trade of the Colony by the enforcement of such a prohibition. That is, of course, assuming that such a prohibition could be made effective, but we argue that it could never be so; first, by reason of the fact that Hongkong is a free port; second, by reason also of the fact that many scores of junks enter all the ports of the island and the New Territories every twenty-four hours; and also by the difficulties which the maritime communications of the port and the mainland, present in maintaining an effective excise service. No sane individual in the Colony will argue that the freedom of the port should be destroyed simply to keep out the coins of a foreign government, when it is in the power of the traders themselves, if they were to co-operate amongst themselves, to reject the foreign subsidiary tokens tendered in payment in the ordinary course of business. By the publication of the notification not one step is advanced towards the adoption of any remedial measures to overcome the currency difficulties of Hong Kong. The Government is powerless. The situation has been created by the merchants and traders themselves, and by the moneychangers, whose business it is to turn a profitable dollar out of their exchange transactions. Let the commercial section of the community combine to resist the acceptance of the foreign coin and then we will find that the difficulty will automatically resolve itself in the currency of Canton being so depreciated that it will be accepted only at its intrinsic value. If its local market value should by any circumstance go below the metal price of the taken then, coin as the provincial mint may agree to do, if it has no market for its production, by the irrevocable law of supply and demand the Government of Canton will find itself compelled in its own interest to discontinue turning out a coin which is debased in the eyes of the commercial community of Hongkong.

#### PROSPEROUS SHANGHAI.

Hongkong and Shanghai are so indissolubly bound together in a community of interests which extends to every branch of business and social life that the affairs of the Northern Settlement are of perennial interest to the residents in this Colony. That interest is especially directed to the trade operations of Shanghai and there is no meeting of merchants there which is not scanned and read with attention by the investing public of Hongkong. The report of the Commissioner of Customs, Mr. H. Elgar Hobson, on the trade of the port last year should, in these circumstances, find a wider public than those which are generally issued by the Statistical Department of the Imperial Maritime Customs and, as will be seen later, it merits that consideration on its own intrinsic value. The Commissioner begins in the best spirit of the well-satisfied official, for he remarks that: "The most interesting characteristic of the condition of Shanghai generally during the year 1906 has been the ever-increasing expansion of the town in every direction." He states that new extensions are constantly being developed and that new schemes are daily maturing. Reference is made to the engineering and architectural works begun or completed, and proceeds to deal with the enormous expansion in the motor-car trade, to which we may have occasion in a future article to refer. In fact the entire section which goes under the sub-head of "local" is a testimony to the progress of Shanghai in the right direction. Educational facilities are becoming improving, scientific studies are becoming popular, and the "immense success attained by the local Dock Company during the last few years has naturally attracted competitors, who have recently so increased in numbers as to seriously threaten the hitherto unquestioned supremacy." With regard to the revenue of the Customs it will not be pleasant reading for the Britisher to learn that the duties paid by vessels flying the British flag have fallen off by over half a million in aikan tael, but that does not mean to say that the British mercantile marine is in any great danger of losing its leading position, for while the duty paid by the British flag amounted to over seven million taels the nearest competitors, the Germans, only paid a million and a half, the Japanese ranking third, with slightly over one million. "The total collection was over 124 million taels, showing an increase of about three-quarters of a million taels above the collection of the preceding year, which was already the largest on record. The increase is mainly under export duties (over Hk. Tls. 300,000), but the increase of over Hk. Tls. 180,000 in tonnage dues is a testimony to the ever-growing size of steamers visiting the port. Under flag distribution, as compared with the figures for 1905, it is noticeable that the duties paid under the British flag show a decrease of over half a million taels, while the Japanese flag exhibits the interesting increase of over 1 million, having augmented 70 per cent, and immediately recovered, with interest, their loss during the war. The German flag has held its own, with a slight increase of about Hk. Tls. 200,000; while the Chinese flag remains almost stationary, with a slight improvement of Hk. Tls. 60,000. It will be observed that no less than 5,419 drawback (Hk. Tls. 146,707) were marked for cash payment during the year, as compared with 3,095 (Hk. Tls. 95,300) in 1905. The new facilities for "rapidly obtaining" issues of drawbacks, as introduced from the 1st December, 1905, having evidently proved

of advantage to merchants, who now utilise them freely." Entering the domain of foreign trade, the Commissioner states that the gross value of arrivals aggregated over 2,777 million taels, against 2,594 million taels in 1905; but these figures cover the vast stocks of piece goods ordered at the close of the Russo-Japanese war, and sanguine buyers in many cases over-estimated the stocks that they would be able to dispose of. Consequently, the local reserves of piece goods increased enormously, as the market gradually resumed its normal course during the first half of the year, and during the latter half the falling off was nearly universal, reaching in some cases to over 33 per cent. Indian yarns, it is stated, "lead in the market, but they do not command anything like the value of Japanese or Chinese local varieties. Russian oil has disappeared altogether from the Shanghai market; American case oil shows a decrease of some fifteen million gallons; while Sumatra oil has increased by over 60 per cent, which must be good reading for the shareholders of the joint British and Java Company, which controls the oil-fields in the South. The total tonnage of all the vessels visiting the port during the year aggregated 17,379,964 tons, or nearly three millions more than during 1905. The mere number of vessels engaged, especially sailing vessels under the Japanese and native flags, is of little weight, since such are mainly laund-towed craft on the Bochoow-Hang Chow traffic. Among the foreign flags the British flag shows a decrease of about 100,000 tons, while the Japanese exhibits the remarkable increase of over 500 per cent, having gone up for steamer tonnage from 488,653 in 1905 to 1,860,007. The French flag also shows a notable increase of about double the preceding year's figures, viz. 773,249 steamer tonnage, against 433,500. This is chiefly due to the fact that there has been a new line of three magnificent river steamers bearing the French flag. It is worthy of note, says the Commissioner, that many of these local lines, the French, German and Japanese among others, are in receipt of subsidies from their respective Governments, which enable them to compete under very advantageous conditions with other lines less favourably situated. The large Danish steamers, running to Vladivostok are practically Russian owned, and run in connexion with the Trans-Siberian Railway. The transfer of flag will probably be arranged before long, thereby enabling the company to claim a subsidy from the Russian Government as mail carriers. The opium imports amounted to 13,668 piculs as compared with 13,981 in 1906 and 16,782 in 1905, while the value increased from five or six million taels. From the Customs point of view Shanghai is flourishing, and it will be the wish of those in Hongkong, who are interested in the Northern Settlement, that its prosperity may be reflected in the balance-sheets of the numerous companies in which local investors are interested.

#### AN INDUSTRY FOR KOWLOON.

(8th July.) Some time ago, when we had occasion to remark on the development of Kowloon, alike as a residential and business area, and the possibilities which will, in all probability, be realised in the near future, reference was made to the admirable system of roadways which have been constructed there under the superintendence of the Public Works Department. The inconveniences, delays and dangers caused by the narrow thoroughfares in Victoria have not been lost sight of by the Department when considering the question of extending the street communications of Kowloon. Indeed, it would have been strange and suggestive of an optical derangement not to say a mental infirmity and a departmental twist had the constant congestion of the principal arteries of the city resulting from the old-fashioned notions of what was necessary for vehicular traffic escaped the attention of the officials responsible for the construction of roadways in the Colony. Except in the dead of night, and only a few hours then, the main streets on the island are thronged with vehicles to such an extent that everyone must be thankful that the peculiar situation of the island, its conformation, and characteristics, have precluded the introduction of horse-traction for commercial purposes. In Kowloon, which is only in its infancy, and already exhibits the attributes of a lusty growth, the old policy has given way before an enlightened administration which promises to confer on that desirable portion of a peninsula benefits which have been denied to Hongkong and to the City of Victoria in particular. As the residential district is extended, and the commercial interests of Kowloon are augmented, either by the introduction of new industries or the partial transference of old established firms from the island to the mainland which is being carried into effect or in contemplation, the question of adequate street communications is, of necessity, one of daily consideration by the Public Works Department. And, judging from the character, meaning the width and, bed formation, of the roads which have lately been built to suit public requirements there can be no doubt as to their suitability to meet the extensive traffic which exists in Kowloon at present and is every on the increase. The main roads are 10 to 12 feet in width, which leaves ample room for their adornment by the planting of trees, after allowing a sufficiency of space for the passage of the ordinary street traffic; while the side roads, which are mainly for the convenience of the immediate residents, are more than sufficient to meet the limited needs of the special community for whom they are intended. But the fact that the arterial system of Kowloon is based on the sound principle of providing for the growth of the district, particularly as an industrial and commercial centre, is suggestive of more than the mere utilitarian purpose of the roads. It may be remembered that on a previous occasion we referred to the introduction of motor-cars into Hongkong. If there is one place more than another where the motor-car might be considered out of place, it is surely the island of Hongkong, where there are neither roads suitable nor objectives of interest to reward the enthusiasm of those who indulge in the luxury of the latest form of locomotion. In Kowloon, however, the conditions are entirely favourable to the desires of the motorist, and are likely to become more so when the railway to Canton becomes an accomplished fact. The pleasure incident to the negotiation of a variety of difficulties and the traversing of a country which to the majority of people is, at present, a *terra incognita*, will be at the command of the amateur chauffeur and his friends, and here is no reason why a prosperous and flourishing trade in automobile requisites should not be established on the peninsula to meet the needs of those who are in a position to give vent to their roving propensities. In this connection some remarks which appear in the report for 1906 of the Commissioner of Customs at Shanghai are probably indicative of what will occur at Kowloon when the "bacteriae automobilium" make their appearance at Kowloon. Referring to the tramway scheme at Shanghai, the Commissioner observes that: "One of the alternative schemes to the tramway, and one which was strongly advocated, was to have no tramway at all, but lines of motor vehicles. This scheme was negatived, mainly, upon the hypothesis that the native could not be trusted to become a reliable chauffeur. Curiously enough, the reverse has proved to be the fact, and no modern invention has developed more rapidly in Shanghai, or contributed more to the expansion of the town, than the motor industry. Garages and repair shops are springing up in all quarters, and the large number of valuable motor-cars and motor boats, all of which are most of the time solely in charge of the native chauffeur, would strike any newly arrived Occidental as exceptional anywhere. Many wealthy natives have acquired cars, which they drive themselves at times, while enormous motor vans, used by firms which have their storage depots far removed from their offices, the Municipal Council's new motor chemical fire engine, etc., all prove how welcome and serviceable the new industry is in this city." The American Consul at Tsingtau writing on the same subject exhorts the manufacturers of automobiles in the United States to recognise and take advantage of the openings which one afforded those who desire to obtain a share of the trade which is bound to arise in the motor-car trade. If in Shanghai and Tsingtau the auto-car industry has already been considered worthy of attention by the official world which takes stock of commercial affairs, the future of the motor industry in Hongkong and especially in Kowloon should certainly not be neglected by those enterprising enough to take time by the forelock. Every thing tends to favour the idea that when Kowloon has come into its own, and when the more opulent Chinese merchants and Europeans in a position to invest in motor-cars are interested in the idea, there will be something in the nature of a rush to be in the fashion. Whether the less fortunate of the population will enjoy the prospect of a host of horseless vehicles speeding across the county is a matter which will, of course, have to be the subject of legislation. But if motor-cars are a recognised feature in Hongkong to-day there is no reason why they should not flourish in Kowloon to-morrow, where the roads, conditions and benefits are infinitely more attractive.

whom they are intended. But the fact that the arterial system of Kowloon is based on the sound principle of providing for the growth of the district, particularly as an industrial and commercial centre, is suggestive of more than the mere utilitarian purpose of the roads. It may be remembered that on a previous occasion we referred to the introduction of motor-cars into Hongkong. If there is one place more than another where the motor-car might be considered out of place, it is surely the island of Hongkong, where there are neither roads suitable nor objectives of interest to reward the enthusiasm of those who indulge in the luxury of the latest form of locomotion. In Kowloon, however, the conditions are entirely favourable to the desires of the motorist, and are likely to become more so when the railway to Canton becomes an accomplished fact. The pleasure incident to the negotiation of a variety of difficulties and the traversing of a country which to the majority of people is, at present, a *terra incognita*, will be at the command of the amateur chauffeur and his friends, and here is no reason why a prosperous and flourishing trade in automobile requisites should not be established on the peninsula to meet the needs of those who are in a position to give vent to their roving propensities. In this connection some remarks which appear in the report for 1906 of the Commissioner of Customs at Shanghai are probably indicative of what will occur at Kowloon when the "bacteriae automobilium" make their appearance at Kowloon. Referring to the tramway scheme at Shanghai, the Commissioner observes that: "One of the alternative schemes to the tramway, and one which was strongly advocated, was to have no tramway at all, but lines of motor vehicles. This scheme was negatived, mainly, upon the hypothesis that the native could not be trusted to become a reliable chauffeur. Curiously enough, the reverse has proved to be the fact, and no modern invention has developed more rapidly in Shanghai, or contributed more to the expansion of the town, than the motor industry. Garages and repair shops are springing up in all quarters, and the large number of valuable motor-cars and motor boats, all of which are most of the time solely in charge of the native chauffeur, would strike any newly arrived Occidental as exceptional anywhere. Many wealthy natives have acquired cars, which they drive themselves at times, while enormous motor vans, used by firms which have their storage depots far removed from their offices, the Municipal Council's new motor chemical fire engine, etc., all prove how welcome and serviceable the new industry is in this city." The American Consul at Tsingtau writing on the same subject exhorts the manufacturers of automobiles in the United States to recognise and take advantage of the openings which one afforded those who desire to obtain a share of the trade which is bound to arise in the motor-car trade. If in Shanghai and Tsingtau the auto-car industry has already been considered worthy of attention by the official world which takes stock of commercial affairs, the future of the motor industry in Hongkong and especially in Kowloon should certainly not be neglected by those enterprising enough to take time by the forelock. Every thing tends to favour the idea that when Kowloon has come into its own, and when the more opulent Chinese merchants and Europeans in a position to invest in motor-cars are interested in the idea, there will be something in the nature of a rush to be in the fashion. Whether the less fortunate of the population will enjoy the prospect of a host of horseless vehicles speeding across the county is a matter which will, of course, have to be the subject of legislation. But if motor-cars are a recognised feature in Hongkong to-day there is no reason why they should not flourish in Kowloon to-morrow, where the roads, conditions and benefits are infinitely more attractive.

#### THE FOLLY OF HURDLE RACES.

The farcical display of jumping which was given by the China ponies in the hurdle race at the gymkhana held at Happy Valley on Saturday should at last convince the Committee that this event on the programme should be obliterated once and for all. Either the ponies cannot or will not jump over the low hurdles erected on the course, but we lean to the former belief, which has been succinctly and colloquially expressed in the words of a race goer, who observed that "China ponies cannot jump hurdles for sour apples." If the hurdle race were merely inserted on the card with the object of arousing the risibilities of the spectators, the idea would be sufficiently ridiculous in itself, but when life and limb are endangered, as they were on Saturday, and as they always have been in this egregious exhibition, the stewards should realise that their responsibility is not limited to the tacit encouragement of the comical. There is nothing of the element of sport in a competition which is usually won, not by the best horse, but by the strongest, which boldly pushes its way through instead of over the hurdles. As a matter of fact, the horse which starts last and leaves the obstacles on the course to be ground under foot by the leading contestants has apparently the best chance of reaching the winning post, having profited by the labours of the others at the preliminary hurdles. But even then, the spectators have had to witness a display which began truthfully when the ponies refused time and again to take the jump and ended in a burlesque when the same tactics occurred at each successive hurdle. The fact is, the China pony is not

built for jumping hurdles; it is too heavy in the shoulder, neck and head and bears about the same relation to a hunter as a dry horse at home. A local enthusiast in racing remarks that the China pony can be depended upon to negotiate dry cuts, and in Shanghai some wonderful jumps over water-courses have been witnessed, especially in the papers chase, but there again they have been schooled to their work, which is not the case in Hongkong. On Saturday, according to our information, two ponies were off in the hurdle race that had never previously tried a hurdle, while had it been a mile race the pony which did win would not have been among the first three of the four runners. It is therefore little less than absurd to continue including in the programme of gymkhana after gymkhana the usual hurdle race as if the "omitted" had the hope of discovering some day an Oriental Grand Nationalist; and the sight of a rider toppling out of his saddle and whipping the frightened animals half a dozen times before each hurdle is certainly not conducive to sport, and is not sport in any sense of the term. The committee, who frame the programme would be well advised if they dropped the hurdle race from future meetings, and we trust they will take our hint, which is offered in the best spirit and will certainly be endorsed by all who have the interests of pony-racing in Hongkong at heart. Fortunately, on Saturday the accident to the rider of Beaufort did not prove to be a serious one, but it should not be necessary to kill somebody before a needed reform is made.

#### THE DEVELOPMENT OF FORMOSA.

(9th July.)

Evidence is not wanting that since the Japanese occupation of Formosa, or Taiwan as it has been re-christened, steady progress has been made in the development of the resources of the island. Prior to the appearance of the Japanese on the scene, the aborigines caused the Chinese Government endless trouble, and as the writer, in the *Financial and Economic Annual of Japan* says, "it appears to have become second nature with the villagers to join in disturbances and set themselves in opposition to the Government authorities." Within two years after the Japanese had effected a landing on the island the military administration of the country had been superseded by the civil. Plans were laid, were drawn up, with respect to the aborigines, of the aboriginal tribes, and the policy regarding communications, finance and monopoly, and were gradually carried into effect. The finances of the island became independent during 1905-6, for not only were the administrative expenditures met with the receipts of the Government of Taiwan without any pecuniary assistance from the Central Government, but it was also found feasible to defray out of the insular revenue the expenses of undertakings which it had been proposed to provide for by means of public loans; and, moreover, the account for the current financial year is expected to exceed by more than five million yen that for the preceding year, which was a little over twenty millions. The finances of Taiwan are, therefore, in a very promising condition. Further, the coinage system of the island has now been placed on a purely gold basis, and the silver coins and silver notes which were hitherto current have almost disappeared from the market. The reform in the coinage system and the development of the productive industries of the island have increased the volume of its foreign trade. It was not deemed advisable to prohibit opium-smoking absolutely, but measures were adopted whereby the habit might be eradicated gradually. Opium was made a Government monopoly and sold at a fixed price, while the local authorities were required to undertake the duty of inspecting all opium dens and warning the people against the evils of opium-smoking. The habit has not yet been suppressed but it is believed that in course of time the consumption of opium in Formosa will cease as the result of the enactments of the authorities against the unlawful use of the drug. Salt, camphor and tobacco are also Government monopolies and they appear to be in a prosperous condition. With regard to trade generally, an interesting account of what has been done to develop the country is given in the *Annual Report*. It is recalled that Taiwan was brought under cultivation by immigrants from South China in the last days of the Ming dynasty. These settlers, as soon as the soil under cultivation became exhausted, removed to other parts and began afresh to cultivate; all that they needed they either produced themselves or awaited its supply from the Chinese mainland. There was among them no development in the direction of division of labour. Moreover, as the costs of the island are exposed to high seas and gales in all seasons except between April and August, coasting trade was beset with such difficulties that there was absolutely no exchange of commodities between different parts of the island, and this state of things continued until the time of the Japanese acquisition of the island, when enormous differences were discovered in the prices of commodities between localities in the northern and southern portions of the island. Thereupon, the Government itself began to put canals and open the main roads and commenced in 1899 the construction of a railway to run from one end to the other of the island. That railway is now complete from north to south, with the exception of fifteen miles in the middle over which a light railway has for the present been laid. A

### The Hongkong Telegraph

MAIL SUPPLEMENT,  
ISSUED GRATIS TO SUBSCRIBERS.

HONGKONG, SATURDAY, JULY 13, 1907.

#### THE QUESTION OF SUBSIDIARY COINS.

(6th July.) It will be remembered that at a recent meeting of the Legislative Council the Hon. Mr. E. Osborne made a series of enquiries relative to the subsidiary coinage of Hongkong to which the Colonial Secretary replied that "a notification to the public on the subject of subsidiary coin generally is being considered." Mr. Osborne also enquired whether the Government would in











## SANITARY BOARD

The fortnightly meeting of the Sanitary Board was held in the Board room last Tuesday afternoon, when the following business was transacted:

## STANDING ORDERS

The following minute by the Crown Solicitor regarding the additional rules of debate was submitted:

Any members may join in the discussion of any question in which he is or may be pecuniarily interested, but he may not vote upon such question, and shall withdraw before the question is put to the meeting.

In any case of doubt as to whether any member is or may be pecuniarily interested in any question before the meeting the member shall withdraw and then the meeting shall decide whether he is so interested or not.

Mr. Shelton Hooper minuted:—I take it that the Board is asked to make the proposed addition to the Standing Orders under section 14 of the Public Health and Buildings Ordinance, but as our power is limited to making Standing Orders "for regulating its procedure at its meetings," it appears that to make an order disfranchising any of its members or calling upon any of them to leave the room would be illegal.

## THE PRESIDENT'S MINUTE

The following minute by the President relative to question No. 2 asked by Mr. Shelton Hooper at the last meeting, was submitted: The case referred to by Mr. Shelton Hooper in regard to No. 476 Queen's Road West having been prosecuted in December 1936, for the erection of cubicles without the previous service of notice, falls under Part III of the Ordinance, and the prosecution was instituted with the sanction of the Building Authority. The house was a new one just completed, in which the erection of cubicles is absolutely prohibited by the Ordinance. The other three summonses mentioned by Mr. Hooper were taken at the same time for the same offence in the same block of new buildings.

His Excellency, in the paper No. 75 of 1937, was referring to Sanitary Board "nuisances," this was in connection with a building nuisance, and service, in connection with such nuisances, of a notice is not compulsory.

The Building Authority, however, informs me that he has issued instructions to the effect that notices are to be served in all such cases in future, previous to prosecution.

I have forwarded a copy of this minute to the Hon. the Colonial Secretary for the information of His Excellency, the Officer Administering the Government.

Mr. Shelton Hooper minuted: His Excellency evidently did not grasp the recommendation of the Commission, as it was to meet the cases mentioned in the proviso to section 230 that the Commission made such recommendation.

## PERMANENT TOMBS

The report of the committee relative to a site in Apichau for permanent tombs, and larger than are allowed in the present Chinese cemeteries, was laid on the table. The report was as follows: Of the two sites suggested, Apichau and Hsing Yi, the former is considered the best of the two, though it is difficult of access and rocky. It has not been found possible to make regulations for a public cemetery of the nature suggested, and it is recommended that this site should be leased by the Government as a cemetery to one or more private individuals who can satisfy the Registrar General that they are acting on behalf of a sufficient number of Chinese residents in Hongkong, and who will undertake to be guided by the Registrar General in the management of it.

(Sd.) A. W. BREWIN.  
(Sd.) LUNG WA-CHUN.  
(Sd.) LAU CHU-PAK.

## WATER SUPPLY AND CONSERVANCY

Mr. Henry Humphreys submitted the following minute on the water supply and conservancy of the city: I am in favour of allowing waterclosets in all buildings, and in the independent of the Government service. Especially am I in favour when the houses are on the hill-side or at the Peak. Under the present system a good deal of the sewage of the hill districts, which is supposed to be carried away by coolies to the conservancy boats, finds its way into the various nullahs of the Colony. I am, however, opposed to the system being adopted universally, on account of the difficulty in obtaining sufficient water, and also because it would be almost impossible to make the occupants of Chinese tenement houses keep the water closets in a sanitary condition. I agree with everything contained in Mr. Crook's letter dated February 20th 1895. Mr. Shelton Hooper minuted: Totally different conditions obtain to-day to what existed in 1880 or even in 1895. We should deal with each case on its merits.

The Hon. the Registrar General minuted: How does the Hongkong of 1937 differ from the Hongkong of 1895?

## HEIGHT OF BUILDINGS

The report of the Committee consisting of Hon. Mr. F. J. Baderley, Hon. Mr. H. E. Follock, Dr. F. Clark, and Mr. Ernest Rumbold, was submitted, and was to the effect that exemptions from the provisions of the Ordinance should only be made in the cases of hotels and large blocks of offices of European design, regard being had in every case to the possibility of obstructing the light from other buildings. In no case should the height of the house exceed one and a half times the width of the street on which it fronts. Not more than six storeys were to be allowed in any case, and only the four upper storeys should be used for sleeping purposes.

The Hon. the Registrar General minuted: A report of the height to which buildings should be erected was made by a sub-committee of the Board in 1905. That report seems to have been lost sight of lately. I suggest that a copy be circulated among the members of the Board, and that a copy of that report and other similar reports be put together and laid on the table for reference.

Mr. Shelton Hooper minuted: Each case should be dealt with on its merits.

## WELL FOR WATERING GARDENS

An application was submitted to the Board for permission to dig the well situated on Island Lot 1465, Wong-nei-chong, and to use the water from it for gardening purposes. The well was closed some years ago because the water was used for domestic purposes, but the house supply is now obtained from the Government main.

Mr. H. Humphreys minuted: As the brewery has the Government service laid on, and as the well is situated a good distance away it is not likely that the Chinese servants will go to the trouble of using the well water for domestic purposes, instead of using the service supply. I am in favour of the application being granted.

## OVERCROWDING

During the month of June 200 persons were ordered by the magistrates to vacate overcrowded floors, according to the report of the inspector submitted.

The Hon. the Registrar General minuted: Are floors ever re-let after a prosecution?

A further inspection ought to be made in each case after a month or so.

The Hon. the President: Yes, a further inspection is made monthly until the overcrowding is abated.

## LIMEWASHING

During the fortnight ended July 4th, 1937, 529 houses were cleaned and limewashed in the City under the supervision of the sanitary officials.

## WATER SUPPLY

The report of the Government Analyst on the samples of water analysed in the month of June was submitted, and showed the water to be as usual of excellent quality.

## TERRIBLE EXPERIENCE ON THE HIGH SEAS

EIGHT MEN WASHED OVERBOARD BETWEEN ADEN AND COLOMBO.

The experiences of Capt. Von Dohren, of the Hamburg-Amerika liner *Scandia*, which arrived at Colombo on June 22nd from Hamburg, on her way to the Far East, seem to have been of a most sensational nature during the voyage between Aden and Colombo.

Capt. Dohren has sent in the following report to the Master Attendant:

On leaving Aden we had a very severe storm from S.S.W. with a heavy cross sea. An enormous sea spread over the poop; washed eight Chinese (six deck passengers and two firemen) overboard. Stopped and turned the ship. Saw no signs of the men.

The *Times of Ceylon* representative interviewed the skipper and gleaned the following particulars of the occurrence. The *Scandia* had a fine passage as far as Suez. But the Red Sea was extremely hot. The Chinese passengers, seven in all, were very uncomfortable. They were on their way home, much against the Captain's orders, slept on deck. Everything went well up to Socatra. Off the coast of Socatra the weather changed, and a terrific storm sprang up. The wind was blowing vehemently and the waves were mountain high. All on board spent a most anxious time. On Sunday, at about 2 o'clock in the morning, the storm was at its height. The Chinamen were again on the deck asleep, against the Captain's orders. Waves

SWIFT RIGHT ACROSS THE SHIP taking over anything in their way. The ship's rails were bent and broken, and some of the rafts and other equipment of the ship were floating about later on. Six of the Chinese passengers and two firemen of the ship, men of the same nationality, were washed overboard with their bedding and mats. The steamer was stopped and turned. A most careful search was made for some hours, but there were no traces of the unfortunate men.

The Chinese passengers were employees of the Hamburg-Amerika Line. The Captain of the *Scandia* is an experienced sailor. He has been engaged in the Far Eastern trade for over twenty years, and is well-known at this port. Referring to the storm, he says: "I never experienced such a storm in my life."

## JAPANESE TRADE FIELD IN CHINA

JAPANESE CONSUL URGES HIS PEOPLE TOWARD YANGTZE DISTRICT.

U.S. Consul T. A. Haynes, of Hankow, furnishes a report, written by the Japanese consul-general at Hankow, who urges that Japan direct its attention to securing trade in the Yangtze districts of China. The advice given by the consul-general is worthy of emulation, and as the field is an inviting one and presents great opportunities it would be well for Americans to carefully study its conditions. The report of the Japanese consul-general follows:

The promotion of the Japan-China trade will, as a matter of course, involve no small amount of competition against foreign countries. Japan is a country which is forced by her geographical position to many reasons obvious to the most superficial observers, namely, topographically, its nearest situation, the similarity of customs and manners, the identity of aesthetic tastes and conformity in the standard of living. These and other things place the Japanese in a position of advantage compared with other nations. It was customary among those engaged in Chinese trade to complain about the high rate of interest on money, but since our monetary relations are growing cosmopolitan, the rate we are gradually emerging from this hampered state of affairs. Keen and pushing as the Japanese are in business, the fact is that they have not yet done much toward the creation of practically profitable firms in these districts.

The reasons will amply show that the inactivity of our trade with China is to be attributed to the lack of real efforts on our part. My stay in North China, extending over six years, has enabled me to form pretty accurate opinions on our trade with China which has made a striking progress during those years. Not only in the volume of business done, but also in matters of shipping, Japan is proving herself to be a strong rival of England. The importation of timbers from the Yalu districts this year may have contributed a great deal toward the swelling of the shipping business statistics; but in general even in this point the law of progress is observed. In Manchuria, owing to our military exploits and to the able management of the South Manchurian railway, business interests will be augmented in volume, but very little has been done by the Japanese toward the development of business in the districts around the Yangtze. It appears to me that the centre of our business activity ought to be found in and about these parts of China, which, with their dense population and rich fertile soil, are best calculated to be a splendid market for our commodities. The mention of the name of China generally suggests to mind of the Japanese the two districts, namely, Manchuria and that around Tientsin. It is true that there will be formed a grand market for our commodities in Manchuria but it may take many years before the people in Manchuria at large are taught and cultivated to take a liking to our articles, whereas with the districts along the Yangtze our position is exactly the opposite. At all events it can not be maintained that it is beneficial to the cause of Japan to make a thorough investigation of the conditions prevailing there and persuade her business men to start and form business connections there at the earliest opportunity. This being once done, if business can be worked up to such a point of activity that about one-half of the Chinese trade is secured by us, then Japan can maintain her own against the leading powers of the world, as in that case her financial position will be greatly strengthened. I do not see any reason why the Japanese should trouble themselves about visiting America or Australia to make their fortunes. Is there not a gold mine, discovered by them, quite within the reach and scope of their influence. Westward the star of business leads its way.—*Daily Consul and Trade Reporter*.

## TANJONG PAGAR DOCK COMPANY, LIMITED.

## FINANCIAL ARRANGEMENTS.

The \$38,322,452.33 the exact net sum which under the Ordinance fell due to be paid on 4th July was by mutual arrangement settled up yesterday by dual but common action in London and Singapore, says the *Singapore Free Press* of 2nd inst.

Mr. W. A. Greig of Messrs. Bonfield & Co. and Mr. Graham Paterson of Messrs. Paterson Simons & Co., two Directors, attended at the Treasury together with Mr. Rees, the Secretary, and received payment by cheque of the \$10,595,623.33 which it had been agreed should be paid in Singapore, on receipt it was at once banked. A great mass of papers is due to those responsible for the financial arrangements, by which the payment and distribution have been carried out, which arrangements have been rendered more difficult in so much as at the last hour amendments were made providing for members to receive part payment by allotment of Straits Loans. As stated, the funds were paid over yesterday, and on the same day cheques were issued to all members for interest under the Ordinance up to 30th June, and to-day cheques for the distribution of the \$38,322,452.33 will be issued in Singapore and London shareholders should take note of interest on their capital funds. It is a small piece of organization and one which would entail much foresight and tact in dealing with the Crown agents and local Government.

We are courteously informed that the company's shareholders applied for and received allotment of Straits Loans to a total of £25,000 which includes of course a large slice for the F.M.S. Government holding.

In conversation with the secretary we were informed with a twinkle of humour that shareholders and their agents in lodging their scrip for examination and payment had shown an inordinate and selfishly well above the Singapore average in company matters. We are not surprised!

## SHANGHAI WATCH CLUB.

The Shanghai Watch Club has been condemned as a lottery and all its mail matter has been excluded from the Philippine mails, says the *Manila Chronicle*. This action has been taken as the result of an opinion handed down by Acting Attorney General George R. Harvey, at the suggestion of the director of posts who himself held the club to be a lottery within the meaning of the act of the commission. In his opinion the acting attorney general explains that the plan of the club, as appears by the circulars it sends through the mails, is to secure agents to form watch clubs in different countries, each club to consist of 40 members, and every member must agree to pay weekly instalments of P1 each or its equivalent.

A weekly drawing is held and the person holding the lucky number is forwarded a watch without further additional payments, or in default of winning a watch before the last payment is made, each member is given a watch upon making the 40th payment.

Some time ago the commission passed an act prohibiting the importation and sale, the giving away, and use and possession of lottery tickets and lottery advertising matter and makes it also unlawful to import into the Philippine Islands through the mails any such ticket or advertisement. The act does not define the word lottery however.

This decision may not only affect the Shanghai Watch Club but similar schemes in Manila by local enterprise which embrace the elements of procuring, through lot or chance, by the investment of a sum of money or something of value, some greater amount of money or thing of greater value.

The acting attorney general holds that when such are the chief facts of any scheme, whatever it may be christened, or however it may be guarded or concealed by cunningly defined conditions it is, under the law, a lottery. "Therefore," says the acting attorney general in closing, "that the scheme under consideration has in it all the essential elements of a lottery, namely: the use of lot or chance, and for a consideration to determine the right to ownership to something of greater value than the amount paid for the lot or chance. I am therefore of the opinion that this scheme of the Shanghai Watch Club when measured by the standard of the authorities herein cited, is under the plan set forth in its circulars, a lottery prohibited by law and comes within the prohibition of Act 1937."

This club, as appears from its circulars, was organized by two Americans well known in Manila. H. J. Black, formerly of the bureau of supplies, and B. Lichtig, formerly with Castle Bros. Wolf and Sons. The head office is in Shanghai and branches are in Hankow, Macao, Tientsin, Canton, Soochow and Hongkong.

## THE UNREST IN KWANGTUNG.

The following Imperial decree dated the 1st inst. appears in the *N. C. D. News*:

Owing to the recent unrest in the Kwangchow prefecture, caused by evil characters opposing the levy of certain taxes, we commanded Chou Fu, Viceroy of the Two Kwang provinces, to investigate the conduct of those officials whose actions in the matter created the unrest, so that they may be denounced and punished therefor. We therefore, on the 28th ult., ordered the Viceroy Chou Fu to receive, if it appears that he is showing the Taotai of the Lien-Ching Intendency, Wang Ping-ten, to take steps at once to reduce or stop the levy of taxes wherever possible. Instead of obeying at once the said Taotai procrastinated and at a late date issued proclamations on the subject, thereby bringing about a crisis by his foolish conduct. Furthermore when the desperadoes concerned started in earnest to cause an insurrection, the Taotai again showed incapacity by failing to strike at the insurgents promptly and so suppress them without further trouble. Again, Ho Chang-teing, the Acting Major-General of the Peihai (Pakhoi) Circuit, knew only how to "stand tight" within his entrenchments, so that it enabled the insurgents to have a free hand and encourage others to join them. This continued so long that it is evident that the said Major-General has been guilty of cowardice and ineptitude. We therefore, hereby command both Wang Ping-ten, Taotai of the Lien-Ching Intendency of Kwangtung, and Ho Chang-teing, Major-General of the Peihai Circuit of the same province, to be forthwith cashiered. With regard to the conduct of Ku Yung-mou, Acting Independent Sub-prefect of Chingchow, who has been guilty of neglect of duty, in that he failed to take proper measures at the beginning of the unrest and to report at once to his superior officers the state of affairs within his jurisdiction, we have decided to cashier him. Ku Yung-mou has shown flagrant incapacity, stupidity in the performance of his duties, and he is, therefore, hereby cashiered and dismissed for ever from the Public Service. As for the rest let the said Viceroy do what he saw suggested in his report to us.

## THE TAIREN CUSTOMS REGULATIONS.

A Tairen message to the *Asahi* gives the provisional Regulations of the Customs House of the leased district of Kwantung, as published by General Oshima, Governor-General of Kwantung. The Customs House was opened on Monday, the 1st inst.

The Regulation reads:—Article I.—On foreign articles imported from abroad or articles made of foreign materials, when imported into the interior, Customs duty shall be imposed.

On foreign articles imported from Chinese open ports, when imported into the interior, import duty shall be imposed, when the official receipt for the duty cannot be produced. When foreign articles imported from Chinese open ports, when imported into the interior, upon presentation of the receipt of duty paid on them, no import duty shall be imposed.

Article II.—On Chinese articles imported from Chinese open ports, when imported into the interior, upon presentation of the receipt of duty paid on them, no import duty shall be imposed. When foreign articles imported from the leased district, or re-exported from the leased district, reimbursement of the duty paid can be obtained from the Customs House of port at which the duty was paid only on presentation of the receipt of the payment of the duty issued by the Customs authorities at the port of shipment.

Article III.—On Chinese articles imported from Chinese open ports, in case of the absence of the receipt of the duty paid on them, a sum equal to the import duty due on such articles shall be deposited at the Customs House. When any dishonest practice is discovered on the part of the importer, the money so deposited together with the imported goods, may be confiscated.

Article IV.—On Chinese articles imported into the leased district by land when exported, export duty shall be imposed.

Article V.—On the products of the leased district, or articles manufactured from the products of the leased district, or of materials imported from abroad, when exported, no export duty shall be imposed, provided that a certificate of production, issued by the Japanese authorities, is presented.

Article VI.—On articles made of materials imported from interior, or Chinese ports by sea when exported, export duty shall be imposed either on the material or on the articles themselves at the option of the exporter.

Article VII.—On foreign articles on which import duty has been paid at Chinese open ports, or on Chinese articles on which export duty has been paid, when re-exported from Tairen, no export duty shall be imposed.

Article VIII.—On articles sent from or into the interior in accordance with the transit regulations of the interior, transit duty shall be imposed in addition to export or import duty.

Articles IX to XII are provisions relating to the importation or exportation of opium.

Article XIII.—Arms, ammunition, and explosives or their component parts, when imported, shall not be discharged from vessels or land before permission has been obtained of the Customs authorities.

Article XIV.—Arms, ammunition, and their component parts shall not be allowed to be transported into the interior or Chinese ports without a certificate issued by the Chinese authorities.

Article XV.—The preceding two Articles shall not be applied to arms, ammunition, &c., for the use of the Japanese army, navy or police.

Article XVI to XXI stipulate the procedure relating to the entrance or clearance of ships at the Customs, and for the passage through the Customs of goods exported or imported.

Article XXII.—A Customs permit must be obtained for the transshipment of goods. Goods transhipped without obtaining a Customs permit will be confiscated, and the captains of vessels concerned may be fined according to circumstances.

Article XXIII.—The rates of the duties imposed on goods passing through the Customs are as follows:—

1.—The import duty on foreign articles shall be imposed according to the amended import tariff of 1902.

2.—The duty on Chinese articles exported or imported shall be imposed according to the old Chinese Customs tariff.

Article XXIV.—Provisions against confiscation or fine to the Superintendent of Customs shall be dealt with according to the spirit of the Regulation of the mixed exaction relating to Customs of opium, agreed upon at Peking on May 31st, 1858.

Article XXV.—The office hours of the Customs House shall be from 9 a.m. to 4 p.m., exclusive of Sundays and holidays, but the examination of goods shall be conducted from 8 a.m. to 4 p.m.

Article VI.—Before 6 a.m. and after 6 p.m. and on Sundays and holidays, no cargo shall be shipped or discharged without the special permission of the Superintendent of the Customs. This rule shall not apply to passengers' luggage and mails.

The fees for the special opening of the Customs House are as follows:—

1.—Before 6 a.m. to 10 a.m. Haikwan fees.

2.—From 6 p.m. to midnight, 10 Haikwan fees.

3.—From 6 p.m. to 6 a.m. next day, 20 Haikwan fees.

For Sunday—42 taels for the day and 20 taels for the half day; the same rates apply to holidays.

## THE PROPOSED SHANGHAI EXHIBITION.

As the proposal to hold an International Exhibition of foreign manufactures in Shanghai bids fair to meet with a generous measure of support in Europe, America and Japan, as well as in British Colonies, the work of building up a local guarantee fund has now been started, and the following sums have been guaranteed. It is suggested that the Exhibition should be held in 1939, and consequently no time should be lost in securing the requisite guarantee fund, which is only a preliminary step towards the larger task of inaugurating a successful exhibition.

The amounts guaranteed on 4th inst. are:—

Jardine, Matheson & Co., Ltd., \$ 5,000

The Hongkong and Shanghai Bank, 5,000

A. R. J. & Son, 1,000

Libert & Co., 1,000

Anderson, Meyer & Co., 1,000

Club Livingston & Co., 1,000

D. Siffert, Esq., 500

12,500 2,500

COMMANDANT MAUGER, who has been seriously ill from concussion of the brain as the result of a motor-car accident on June 4th, was able to leave the Shanghai General Hospital on 30th ult., and stayed for a day at the Hotel des Colonies. His recovery was not permanent and he had to return to hospital the next day.

## THE HUANGPU CONSERVANCY.

## A MORNING'S WORK.

The progress of the Huangpu Conservancy work is apparent to the most casual observer, for from more than 100 lighters, launches and cargo-boats are busily employed between the Kajao Creek and the Inner Bar. By the kindness of Mr. J. De Rijke, and of Mr. Van der Veen, a member of his staff, a representative of this paper spent a morning at the scene of the operations, yesterday, says the *N. C. D. News*. It is necessary to be up betimes when the tide is favourable, as the work has to be performed at high-tide when the water is slack for about an hour. The first train from Shanghai took Mr. Van der Veen and the writer to Woosung just in time to see the principal work of the day. When Woosung was reached, the Conservancy launch had already left the Jetty for Gough Island, and there was nothing for it but to go out to her on a sampao.

## THE ZINKTUK.

A quarter of an hour saw us alongside the launch, which goes by the name of Chumpoo, and on boarding her I was introduced to Mr. Swets, the expert in charge of the slink-work, a Dutch gain whose father and grandfather were employed in the same work before him. The launch had already been up to Gough Island, and was on her way back to the scene of the morning's work, towing the large Zinktuk which was to be sunk. A fuller description of the Zinktuk will be given later. It must suffice to say here that it is a large mat of brushwood and reeds, about two feet deep, forty yards long and fifteen yards broad. A large cargo boat, laden with stone, was towed by the Zinktuk, and the stone was to be thrown into the water, and a number of smaller craft, which had various duties to perform, were in close attendance. Two bamboo poles, projecting from the water, marked the spot where the Zinktuk was to be sunk, and as these were approached the tow-ropes were cast off, and at the same time two anchors were let down on the side farthest away from the bamboo.

Two more anchors were let down, and an anchor was also put down at each end, and the launch was towed into position. Thirty or forty coolies assisted in this work, under the superintendence of two Dutch foremen. The tow-ropes were cast off about 7.45 a.m., and a quarter of an hour's manoeuvring was sufficient to bring the Zinktuk into the correct position. Bamboo poles were then pushed down to the bottom at each corner, and firmly lashed in position. The cargo boat came up, and took up position at each side and at the upper end. Then planks were let down, the coolies formed up in lines, and stones on the Zinktuk itself, were passed from hand to hand until they reached the last coolie of the line, who flung them down on the brushwood. It was not long before half the Zinktuk was awash, and the coolies then retired to the boats, with the exception of the foreman, who in his enthusiasm to carry out the instructions of his superiors ran, knee-deep in water, tripped up, and fell on his back, with a resounding splash, to the amusement of his fellow-workers. The most interesting part of the work was yet to come. The Dutch foremen took up their stations at the ends of the boat that lay across the top of the Zinktuk, and a given signal commenced to heave the heaviest stones in the boat into the corners of the mattress. An indescribable din ensued. The coolies hurled stones on to the mattress, and the water was splashed up and splashed down, and the shower of stones, while the coolies waited to the din by yell. The end of the Zinktuk had not yet begun to sink into the boats closed in over it and stones were showered upon it until it reached the bottom, about fourteen feet below. Half still remained floating, and the coolies continued their efforts until a final shower of big stones took the other end to the bottom also. Then a cargo boat that had hitherto taken but little part in the work, passed over the spot, and delivered another load of big stones to keep the mattress in place. In all about sixty tons of stones, varying in weight from twenty to one-hundred pounds each, were used. Nothing now remained but to recover the six anchors, and this was easily accomplished, as they were buoyed, and the fastenings were carefully arranged for the purpose.

GABIONS.—The launch then turned up-stream, and proceeded to the upper end of the Junk Channel, where another kind of work was in progress. The time for using Zinktuk in this work is when the tide is low, and the water is slack. The launch was not yet arrived, but was surrounded with brushwood, and was preparing the bottom for their reception later. These baskets are about twenty-four feet long, cylindrical in shape, and about two feet wide. They are launched from pontoons, which are kept in position by four anchors, and can be moved as required by the use of capstans. The gabions are laid about seventeen yards apart, in parallel lines, and the intervening spaces will later be filled up with Zinktuk also. Two of these European foremen. The work requires a considerable amount of skill, as it is undesirable to leave any noticeable space between the gabions when they are laid end-to-end. When the pontoon is in position two coolies are detailed to push bamboos into the bottom two or three feet away from its edge, in order to guide the gabion in its fall. Then the remainder of the coolies roll the gabion to the edge of the pontoon, and with a simultaneous yell, launch it into the water. There is a last launch, and the foremen then give the necessary orders to bring the pontoon into position for the next effort.

GOUGH ISLAND.—After passing a party in a sampao, engaged in searching for a "monkey," which was lost from a pile driver the preceding day, we landed at the top of Gough Island, at the point where stacks of brushwood, stones, and stakes are being accumulated for the work shortly to be commenced off the Kajao Creek. The most noticeable portion of the Conservancy work here is the dyke which has recently been completed and extends from end to end of the island; the top is seventeen feet above low water-mark. The Zinktuk, the sinking of which has already been described, is a continuation of this dyke to the inner bar, and 4,000 feet of Zinktuk have been laid during the past two months. The effect of his dyke and the Zinktuk will be to divert the flood tide into the present Junk Channel, which when the Conservancy work is completed, will be the main channel of the river.

The best view of the Conservancy work is obtained from the lower end of Gough Island, where we were now. The Zinktuk, which is a continuation of the dyke, are visible at low water, and some idea of their utility is realized, when one notices that those nearest the shore, which were the first to be put down, are now almost embedded in mud. The same may be said of the gabion, which form a border on either side of the line of Zinktuk. At this end of the island there are stacks of brushwood

reeds, and gabion baskets. The latter are made of interlaced bamboo, with apertures at the sides. They are placed on the pontoons empty, and filled with stones, packed with brushwood, on board, so as to obviate the difficulty of lifting them. Each gabion contains a ton and a half of stones when it is ready for use.

At the lower end of Gough Island, too, the Zinktuk are put together. A portion of the mud bottom, which is exposed at low tide, is dug out, and a strip of brushwood is laid, particularly on it. The Zinktuk are made on the spot. Brushwood is interlaced and bound with wire until what may be termed a fascine cable is made. These cables, placed cross-wise, and length ways, and securely lashed together, form the top and bottom layers of each Zinktuk. The interstices are filled up with reeds; then comes a "cross-layer" of brushwood, surrounded by another or two cables, and finally, mud is packed round the edges, and stakes driven in round the edges, and waited together, to strengthen the Zinktuk, which, when completed, is from two to three feet deep. It is easy to understand that the task of towing so cumbersome a raft into position occupies the launch for nearly an hour. In some places several layers of Zinktuk will be laid; in others, one will suffice. The object of these and the gabion is gradually to train, or restrain, the current, so that it shall follow the course desired.

CONCLUSION.—While so much remains to be done it seems hardly appropriate to mention what has already been accomplished. For the work may be said to have begun. Nevertheless, when the time during which the work has proceeded is taken into consideration a great deal has been accomplished. The work proper only began a week before Chinese New Year, and already the dyke through Gough Island has been completed. Zinktuk work has been carried 4,000 feet further down river, gabions have been laid in considerable numbers at the upper end of the Junk Channel, and the bank adjoining the inner Bar Mark has been strengthened and repaired. The next few weeks will see the beginning of the restraining works above the Ship Channel. Many causes have contributed to the handicaps in the past. Contractors have not fulfilled their obligations in the supply of reeds and brushwood, and the foreign staff has been inadequate to carry on the work with the speed that might be expected. Only yesterday the supply of reeds ran short, and because the contractor had not fulfilled his contract it was impossible to finish the Zinktuk that should have been ready for laying this morning.

The arrival, shortly of twelve trained Dutch slinkers will greatly accelerate the work, as it is impossible to rely on coolie labour unless it is under the strictest possible supervision.

THE JAPANESE FINANCIAL SITUATION.

THE GOVERNMENT'S SCHEME.

It was recently reported that the Government had decided to postpone the carrying out of the proposed scheme for the purpose of partly rectifying the deficit in the revenue for next year, as the proposed issue of the Bonds has been abandoned. It is now stated that the Government has framed a financial scheme for the present year, with the help of the surplus from the special fund. The success of the issue of Bonds to the amount of ¥80,000,000 for the fiscal year, and of ¥30,000,000 for the present year, has proved utterly hopeless during the present fiscal year. In addition to this, the dissolution of the Duma has made it a matter of uncertainty whether compensation for the maintenance of the Russian prisoners, which amounts to ¥46,000,000, and forms an important item of revenue for the financial scheme for next year will be received before the opening of the next session of the Diet. The deficit for next year, it is pointed out, can be partly made up from a surplus of about ¥30,000,000 from last year, together with expenditure to be saved on account of the delay in the proposed works under the Department of War, Communications, Home and Justice, to the amount of about ¥10,000,000; but the balance of the deficit, amounting to ¥70,000,000 can by no means be made up without having recourse to the issue of Bonds.



## FRENCH NATIONAL HOLIDAY.

## PROPOSED CELEBRATIONS AT CANTON.

Just as the 4th of July is the great American festival, so the 14th July is the Frenchman's opportunity for his innate love of enjoyment. This year the French community in Hongkong is to celebrate the French National Day in Canton. The French National Day, a picnic is being organised on board the s.s. *Paul Beau*. The vessel will leave Hongkong on Saturday first at 11 p.m., from the Wing Lok Street wharf, will arrive in Canton at 5 a.m. Sunday, and will leave again for Hongkong about midnight. The project which is organised at the request of the committee of the Fete at Shamen, gives residents in Hongkong an opportunity of visiting the City, and also of taking part in the afternoon festivals, as well as to see the display of fireworks in the evening in front of the French Consulate. The programme is as follows:—Samedi soir: from 9.30 to 11.30, grand concert. Dimanche: 10 a.m. to 12 noon, concours reserve au maris francais; 11 a.m. to 1 p.m. reception au Consul de France a bord du s.s. *Paul Beau*; 4 p.m. sports at concours entre les equipages des navires de guerre, Anglaises, Allemandes, Americaines et Francaises; de 5 p.m. to 6 p.m. musique durant les exercices, etc., illumination de la Consulate Francaise et a 9.30 grand feu d'artifice.

## BELUS ANBESTOS EASTERN AGENCY, LIMITED.

The twelfth annual report states:—The business has continued to make satisfactory progress, the profit, inclusive of the amount brought forward from previous years, showing a credit balance of £3,404 3s. 8d. The directors recommend that this amount be allocated as follows:—To set aside £1,875 0s. 0d. as "Reserve" for bad and doubtful debts and depreciation on stock, &c., to write £1,000 off "Purchase of Trading Rights", to pay a dividend of 10 per cent. for the year, free of income-tax, absorbing £480 10s. and to carry forward £639 3s. 8d. to the next account; the sum carried includes provision for payment on June 1 of the sum of £500 off the debenture, in terms of the bond.

## SOUTH CHINA DISTURBANCES.

## LONDON COMMENTS.

Mr. F. A. McKenzie, whose recently published book, "The Unsettled East," has attracted some attention, has been expressing his opinions in a contemporary as to the present unrest in China. He takes the view, which we expressed in our last issue, says the *London & China Express*, that the situation affords good occasion for watchfulness, but none for acute alarm. The rebellion in the Southern Provinces, which has now reached so serious a stage, is only one of several symptoms of grave disturbances that have made their appearance during the past half-year. The Revolutionary Party, which aims at overthrowing the present Manchu ruling family and putting a purely Chinese Emperor on the throne, has recently shown renewed life. There has been also a resurgence of the activity of the secret societies. The primary cause of the present rising in Kwangtung and Kwangsi is purely economic. As all the world knows, Central China has been suffering from severe famine. Many thousands of people have died and are dying from absolute starvation. This famine has naturally affected the price of food in the south. In addition, heavy floods of last year have not yet cleared away, and there has been a drought recently which made the transit of food supplies along the waterways slow and costly. The peasantry of the Two Kwangs have felt the pinch of hunger. They are, as is well known, a turbulent and somewhat passionate people, men from whom the river pirates of the south are recruited, and from whose country rebellion after rebellion has started in the past. They are of the kind that calmly endure want, but when the Government is powerless and if the people lack food the authorities are expected to provide it for them.

In some further observations Mr. McKenzie is of opinion that while the marked absence of anti-foreign feeling has been a notable factor so far, it would be too much to say that foreigners are in no danger. China, says Mr. McKenzie, believes, rightly or wrongly, that the German Foreign Office desires an opportunity for national expansion in the Far East. The memory of the Shanghai Incident is still fresh in Chinese brains, and there is nothing the responsible officials are more anxious to avoid than the repetition of a massacre which gave excuse for German action there. Since the Boxer movement in 1900, it has been the tendency of European observers to regard spasmodic uprisings in China too seriously, and to attribute to them too wide a meaning. Thus at the beginning of 1906 numbers of Europeans throughout China were convinced that the Empire was then on the eve of serious anti-foreign troubles. But while this may make one chary of taking an alarmist view, it would be folly to think that the Chinese are so easily misled. Mr. McKenzie is of opinion that the present rising is greater than anything the Empire has seen since the momentous days of 1900. The ferment caused by the Reform Movement, the revolutionary ideas carefully fostered by the great army of fourteen thousand youths studying last year in Japan, and the changing economic conditions brought about by the partial introduction of Western civilisation, are all making themselves felt. A few more victories by the rebels, such as they have already gained in several places against the Imperial troops, will enormously increase their numbers. The Revolutionary Party, their natural ally, has arms, money, and organisation. In Mr. McKenzie's opinion, if the anti-dynastic revolutionists and the peasant rebels work together, the situation will at once take a more sinister aspect.

## BANGKOK PADDY CROP.

People in Bangkok, especially traders in rice, looking forward to a bumper crop this year, as the rains began in good time and are not excessive. Evidently, this is not the case all over Siam. A headman of a village in the Ansoing district says that there had been too much rain and water in some parts of the country. The superfluity of water kills the young paddy shoots, where the land is low. It is not perhaps well known that after the seeds are sown and before transplantation, the water rises in the fields and the paddy crop keeps pace with the rise in water, always holding its head above the level of water. But the paddy plant should not be too young, or else it will be killed by being submerged. We hear that there is the case in many places, and a little more of rain or any further influx of water at the present time will shatter the fond hopes of a bumper crop. —*Siam Observer*.

## HARBOR COLLISION.

## COURT OF INQUIRY.

At the Harbour Office, last Monday afternoon, Commander Basil R. H. Taylor, R.N., Harbour Master and Marine Magistrate, held an inquiry into the circumstances touching the collision between the launch *Fook On* and the River Steamboat *Huangshan* at 3.15 p.m. on the 28th June, while the *Fook On* was backing out from Hillier Street wharf. With Commander Taylor, sitting as a Marine Court, were Lieut. Henry Butterworth, R.N., H.M.S. *Tamar*, Edward Beetham, master of the s.s. *Empress of India*, Alfred Stoker, master of the *Woodwich*, and Henry W. Walker, master of the s.s. *Kwong Tung*. The note convening the Court was read and the letter of Captain Dowsett Thomas of the s.s. *Huangshan* asking for an inquiry.

The inquiry into the collision between the s.s. *Huangshan* and the steam launch *Fook On* was concluded last Wednesday afternoon before the Marine Court, the members of which were Commander Basil Taylor, R.N., (President), Lieut. H. Butterworth, R.N., H.M.S. *Tamar*, Captain E. Beetham, s.s. *Empress of India*, Captain A. Stoker, s.s. *Woodwich*, and Captain H. W. Walker of the s.s. *Kwong Tung*. The engineer of the launch *Fook On* told him was in the engine room at the time of the collision. On leaving the pier the launch went astern with her engines for about one minute. Then the coxswain shouted to him to go ahead, which he did. Li Moh was the man who told him to go ahead. After going ahead for three or four seconds the *Huangshan* struck the launch. The witness climbed up on to the steamer. He saw the coxswain in the water, and noticed a passing sampan pick him up. Sergeant Jackson, who was in charge of No. 7 Police launch, said he arrived just after the collision and picked up one man out of the water, the remainder were picked up by a sampan. Afterwards witness took the four men aboard the *Huangshan*. They were all wet. The Court found that a panic occurred on board *Fook On*, which was intensified by the breaking of the bell wire. That, in consequence, everyone on board the launch left their stations, and no steps were taken to avoid collision. They considered it would have been more satisfactory if more accurate note had been taken in the engine room of the *Huangshan* of the times at which the several signals on the telegraph were made. They felt that the officers of the *Huangshan* were acquitted from all blame, and that the coxswain of the *Fook On* was guilty of an error of judgment.

## THE JAPANESE QUESTION IN AMERICA.

## ANOTHER STATEMENT BY COUNT OKUMA.

Count Okuma is to the fore again on the Japanese question in America. "Lately," says the Count, "I have answered an inquiry made by the *New York World* as to my views on the question, and I have also had occasion to express my opinion on the question to my fellow countrymen. It is a wonder that there are still some people who regard this question as a mere trifle, and exert themselves to divert public attention from the matter and to suppress the rise of public opinion against the United States. "The question is not of such a simple character that merely the Japanese in the United States have been menaced by rowdies forming a small section of the American population. The matter involves the grave nature of the national prestige and the rights of Japan." Count Okuma points out that the operation of Japan's national policy of expansion and advance adopted since the Restoration, has steadily progressed, and the progress of material works of civilisation, such as advancement in learning, the perfection of the organisation of the Army and Navy, the codification of laws, the adoption of a Constitution, &c., is almost on a par with the Powers of Europe and America. The old foreign treaties which were on an unequal footing have been revised, and the success of the Japanese arms in the Japan-China war, the North China disturbance and the Russo-Japanese war has remarkably elevated the position of Japan. By the exchange of Ambassadors with the treaty Powers, Japan has entered the ranks of the first-class Powers of the world. Yet the Japanese people are being treated in the United States on the same level as people of uncivilised countries. Can the Japanese people endure this insult with patience even for a single day? The elevation of the position of a country, contends the Count, also means the elevation of the position of the people of that country. Japan is now included among the first-class Powers, and yet the Japanese people are treated as they were before—as an uncivilised people. Nothing can be more humiliating than this.

This is the question that the Japanese must solve in connection with the present difficulty with the United States, continues the Count. Without bearing this fact in mind, it is liable to think that the present question is of a trivial nature, which is absurd. In demanding equal treatment for Japanese children in the matter of education, Japan was asserting her treaty rights, and it is astonishing, in Count Okuma's opinion, that Japan is satisfied that such an important question is settled in return for the prohibition of Japanese immigration into the United States. If Japanese immigration into the United States territory is stopped, there is no occasion for the education of Japanese children in that country. The Japanese are treated by the Americans on the same level as the Chinese and Koreans. This was only because the early section among the Americans regarded Japan as an inferior country. No question can be greater for Japan to consider than this in respect of her national dignity. If the primary object of the national policy of the opening and advance of Japan is to give her a place in the comity of the nations, the Powers of the world, it is the duty of the Japanese people to solve the present question in a satisfactory manner.

As one who gave support to the Imperial war of Restoration and the opening of the country, the Count specially feels the weight of that duty. It is for this reason, continues Count Okuma, that he has been exerting himself since last year for the satisfactory solution of the Japanese question in the United States, and he is ready to continue his efforts until his object has been attained. One is apt to erroneously conclude that such a conclusion must essentially be followed by a war. President Roosevelt knows the position of Japan in the world better than the Japanese themselves. In his message to Congress, he recognised that Japan had entered the ranks of the great Powers of the world, and he instructed the American people that the Japanese should be given equal treatment in the United States as the people of other great Powers. The Japanese should be recognised by President Roosevelt, and nothing more, and the Americans should only put into practice the instructions of President Roosevelt in the treatment of the Japanese, and no more. The Japanese must continue to demand their privileges on this point, concludes the Count.

## MARINE COURT.

## AN INDEPENDENT QUARTERMASTER.

At the Marine Court last Wednesday before Commander Basil R. H. Taylor, R.N., Marine Magistrate and Harbour Master, Michael Walsh, quartermaster of the s.s. *Athenian*, was charged with being absent without leave and without sufficient reason from his ship and from his duty on the 6th and 8th inst. in Victoria harbour.

E. Bridge, chief officer of the s.s. *Athenian*, prosecuted.

Prosecutor said that the defendant absented himself from the ship on the 6th and again on the 8th inst. He did not have leave for such absence.

Defendant said he had been in the habit of going ashore, when on other ships, when he wanted to. In this ship he had always previously asked leave.

His Worship convicted defendant and sentenced him to undergo three weeks' hard labour, but to be put on board if the steamer sailed before the expiration of the term, and to forfeit twelve days pay.

## OBSTRUCTING THE FAIRWAY.

Five boatmen were charged, at the instance of P.C. Edwin Downie, with making fast to the s.s. *Myone* in such a way as to prevent the free access of other vessels to the Fairway.

The first defendant produced a letter from the captain of the s.s. *Myone*, which stated that defendant had been engaged by the writer, and had his permission to lie alongside, for taking him to and from the shore.

Prosecutor said that the boats were tied up to the s.s. *Myone*, which was lying at Butterfield and Swire's buoy on the north side of the Central Fairway, and were causing an obstruction. Witnesses warned them to cast off and they did so, but immediately returned and made fast again.

The first defendant was discharged. The other four had nothing to say in their own defence, and were convicted and fined \$10 each or one month's imprisonment.

## FAILING TO STOP.

P.C. Henry Clarke charged Lui Shu, a boatman of licensed fishing boat No. 18905, with failing to stop when called upon to do so by the Police. When she was eventually chased and overtaken the boat was searched but nothing suspicious was found on board.

Defendant had no reason to adduce for not stopping, and was convicted and fined \$10 with the usual alternative.

## RIOTS IN CHINA.

On 10th ult., Mr. Lonsdale asked the Secretary for Foreign Affairs whether he had any information respecting the riots in China; and whether any steps had been taken to protect the interests of His Majesty's subjects in the disturbed district.

Mr. Runciman: Telegraphic inquiries have been made of His Majesty's Minister at Peking; he states that His Majesty's Consul at Amoy reports that the surrounding country is free from disturbance, and that His Majesty's Consul at Swatow states that the accounts in the newspapers of local disturbances have been exaggerated, and that there has never been the slightest occasion for uneasiness. The rioters were dispersed at once by the Chinese authorities.

## CHINA'S CURRENCY.

## THE HONGKONG MEMORIAL.

"Wayfarer" writes in the *Peking and Tientsin Times* under date 28th ult.—

I was sorry to see in one of your contemporaries the other day a slighting reference made to a currency memorial presented to the Diplomatic Body in Peking by the Chambers of Commerce of Hongkong, Shanghai, and Tientsin. I suppose there are some newspapers who are so used to dashing down their thoughts on any and every subject at a moment's notice, that they occasionally find themselves in for a long article on subjects with which they have not the slightest acquaintance. It was evidently so in this case, and I have been waiting for some one who has the good of the Chinese Government at heart to expose the false reasoning of the scribbler in question. It would be a great pity if the allowed to believe that a fixed gold exchange would benefit foreign merchants and foreign trade only. I am confident, however, that the able men who serve under Viceroy Yuan Shih-kai, are not to be deceived by the sophistry of anonymous newspaper writers.

## A REMINDER.

Objection was taken to the tone of the memorial, and also to its subject. It reminds me, Sir, of that well-known story of Dick Steele, who once built himself a pretty private theatre, and wishing to try whether it was well adapted for hearing, placed himself in a remote part of the gallery, and begged the carpenter who had built the house to speak up from the stage. The man at first said he was not accustomed to public speaking, but was told to whatever was uppermost in his mind. After a moment he began, in a voice perfectly audible: "Sir Richard Steele," he said, "for three months past me and my men have been working in this theatre, and we've never seen the colour of your honour's money. We will be very much obliged if you will pay it directly, for until you do we don't drive in another nail." Sir Richard said that his friend's elocution was perfect, but that he did not like the subject matter.

The Chinese Government may say the same of currency reform. They long ago undertook to institute an uniform coin, they have talked about the matter, they have promised and promised, but when reminded of their solemn obligation, given in Treaty to a friendly power, they reply "we don't like your subject matter."

## CHINA WILL BENEFIT.

But, Sir, the point I wish to make is that it is China—the Chinese Government and the Chinese people—who would benefit most by a uniform currency. Very strong foreign interests are opposed to any curtailment of the issue of silver, but it has been proved to the Chinese Government that the reform would benefit them financially in a remarkable degree.

A letter to the paper is hardly the place to go deeply into academic discussions, but I cannot refrain from placing on record the entire approval with which most thinking foreigners would view any steps taken by the Chinese Government to institute an uniform coinage, with the ultimate object of securing the stability of the gold exchange.

For good or ill, China is inseparably bound up with Europe in trade and commerce, and a step that would place on a level with other countries would be welcomed by wise Chinese and wise foreigners alike.

You have in the past advocated stability of exchange, and anything you can do, Sir, to forward its ultimate realisation is a step towards assisting and helping this mighty country to take its proper place amongst the nations of the world.

## KULING (AMOI) MUNICIPAL COUNCIL.

Minutes of a meeting of the Council, held at the Board Room, on the 18th June, 1937. Present:—Messrs. W. H. Wallace (Chairman), C. A. V. Brown, W. Kruse, Huang Tsan-chow, S. Okuyama, W. Wilson, the Health Officer and the Secretary.

The minutes of the last meeting are read and confirmed.

The Superintendent of Police reports a series of robberies which have taken place recently, and he is directed to ascertain from the British Consul whether some arrangement with the Singapore and Hongkong authorities cannot be come to, by which the Police would be furnished with photographs and detailed descriptions of all bad characters depicted in the United States. He is also directed to come to some satisfactory arrangement as regards the Maf.

On the motion of Mr. Brown, it is decided to drain and fill in some low lying ground opposite the house occupied by Mr. Armour, and to improve the drainage of the road.

The Superintendent of Police reports the following cases have been heard to the Mixed Court since the last meeting:—Summonses, Assault, 2, Fighting, 1, Debt, 4, Obstruction, 1, Failure to report a case of plague, 1.

Summary Arrests:—Committing a nuisance, 2, Assault, 4, Perjury, 1, Theft, 1, Burglary, 2, not carrying a light after midnight, 3, Failing to report a case of plague, 1, Obstruction, 1, Police, 1, being found on enclosed premises, 1, being a rogue and a vagabond, 1.

(Signed) W. H. WALLACE, Chairman.

By order, C. BERKELEY MITCHELL, Secretary.

## THE DEFENCE OF SHANGHAI.

Mr. Rees asked the Secretary of State for Foreign Affairs what force, naval, military, and police, was available at Shanghai for the defence of British merchants and of British trade.

Sir E. Grey: On December 31 last the force available for the defence of the European community in the International Settlement at Shanghai was as follows:—Volunteers, 44 officers and 930 non-commissioned officers and men; Police, European, 120; Indian, 201; Chinese, 725. In addition, foreign warships of small draught can ascend the river as far as Shanghai, and large ships can get to within 15 miles of Shanghai. It frequently happens that one or more foreign warships are lying in the river.

## THE RETURN OF GENERAL KUROKI.

## INTERESTING INTERVIEW.

General Kuroki, Lieutenant-General Kigoshi, Major-General Umezawa, and several other officers, who represented the Japanese army at the International Army and Navy celebration at Jamestown, arrived at Yokohama on Thursday morning by the *Kaga-maru* from Seattle. At first it was arranged that the General and suite should make a short stay in the upper rooms of the Harbour office before the departure of their train, but in view of the outbreak of plague in Yokohama, this arrangement was abandoned and they remained on board the steamer. The representative of the War Office, Governor Subu, and Baroness Kuroki, wife of the General and their son, met the General on board.

The party proceeded to Tokyo by the 10.40 a.m. train. At a Shinjuku station the General was greeted by a large crowd of high personages, including Marquis Salooji, Mr. Makino, Minister for Education, Admiral Togo, General Nogi, General Oku, and Mr. Ozaki, Mayor of Tokyo.

Speaking to a representative of the *Asahi* on board the *Kaga-maru*, General Kuroki stated that what most distressed him during his visit to the United States was that he had been besieged by journalists. "No sooner," added the General, "than I arrived here, I have received an attack from you." Turning to his secretary and aide-de-camp, the General remarked that he had received reception after reception from officials and private persons, and he was unable to express his thanks for the good will shown by the Americans all the time. Everything in that great country was continental, and of a huge scale. He had also to contend with speeches and addresses at every place he visited. The Americans were generally great speakers, and fond of speeches.

General Umezawa was also interviewed, and said that during the 40 days he had spent in the United States, he had travelled a distance of about 70,000 miles. This seemed an enormous distance, but he had been carried about with marvellous rapidity by train and motor cars. In reference to the American army, the General stated that the army was complete in all respects, and from the arms and barracks accommodation nothing desirable was left to be desired. The officers and men were physically perfect, and were as fine as the Russians in appearance. He attended the military review and banquet, but nothing particularly superior to the Japanese troops was noticed in their movements. In this respect the American army furnished no lessons to be learned by the Japanese. —*Japan Chronicle*.

## THE FRANCO-JAPANESE "ENTENTE."

## CONSTITUTIONALIST APPROVAL.

The Municipal Council of Osaka has decided to celebrate the conclusion of the Franco-Japanese Agreement. The estimate of the expenses for the occasion was to be submitted to the Municipal Assembly on 2nd inst.

The Kobe Municipal authorities have in contemplation a similar celebration, and a special meeting of the Municipal Council will be called shortly to consider the proposal.

At a meeting on Friday of the Council of the Constitutional party, Mr. Wotoku, Chairman of the committee, stated that the conclusion of the Franco-Japanese Agreement was a matter of congratulation for the Empire. Many members of the Constitutional party desired that the sentiments of the party toward the Agreement should be expressed, and the committee appreciated the necessity of such a course being taken. To obtain the vote of the committee on such a course, the present meeting was called, and the following resolution was submitted and unanimously adopted:—

"That the Franco-Japanese Agreement just concluded, which has secured the independence of China, the principle of equal opportunity for all nations in China, and also as the security of the respective positions and territories in the continent of Asia of the two signatory Powers. We are not only convinced of the great advantage of the Agreement in maintaining the peace of the Orient, but it will go a long way in furthering the interests of both countries. We therefore welcome the conclusion of the Agreement, and trust that the friendly relations existing between the two Powers will increase in cordiality."

## HONGKONG AND SHANGHAI BANKING CORPORATION.

## HALF-YEARLY DIVIDEND.

We are officially authorised to state that, subject to audit, the Directors of the Hongkong and Shanghai Banking Corporation will recommend at the forthcoming meeting—

A Dividend of £1.15 per share, Add to the Reserve Fund \$750,000, and carry forward about \$1,800,000

## JAPANESE "SCOTCH WHISKY" CASE.

## ALLEGED INFRINGEMENT OF TRADE-MARK.

## APPEAL AT OSAKA.

On 27th ult. in the Osaka Appeal Court, before Judge Tanaka and four Associate Judges, the appeal was heard of the Procurator of the Osaka Chibo Salubansho against the recent decision of that Court in a charge of infringement of the trade-mark of "Black and White" whisky, brought against Nishikawa Sadayoshi, a wine merchant of Andojo-machi, Osaka, who was acquitted.

Procurator Gotsu conducted the prosecution, and Messrs. Ogata and Karahama, barristers, defended the whisky. It is stated that the infringement of the trade-mark of Messrs. Buchanan's whisky by the accused was fully established by the evidence, as stated in the indictment, yet the Court of First Instance unlawfully acquitted the accused. Procurator recommended that the case should be re-heard.

Defendant was then examined, as follows:—By the Court:—Did you use the trade-mark of Messrs. Buchanan's whisky on the labels on the whisky manufactured by yourself without obtaining permission of the proprietor of that trade-mark? No, I did not. I used my own trade-mark on whisky manufactured by myself. I did not use any other's trade-mark.

When did you sell the whisky manufactured by yourself?—Approximately, between July and September, 1936.

For what reason did you stop selling this whisky?—About the middle of September of last year the representative of the agents of "Black and White" whisky came to my store, and informed me that I was infringing the trade-mark of the "Black and White" whisky. I was surprised to learn this, and stopped selling my whisky.

How did you come to devise the design of your label?—From among the labels on many empty bottles I held, I chose one which I thought was most suitable, I put my design on it, and made my label accordingly.

Did you know that a trade-mark resembling yours was already registered?—No, I did not know.

Did you not adopt this design for your label, thinking that when a design resembling one already registered was adopted your whisky would have a large sale?—No, I had no such idea.

Where did you have your labels made?—I had them made at Hayakawa's Kyohoji-machi, Osaka.

Where did you distil your whisky?—On my premises, and bottled it ready for sale. In the written complaint, it is stated that you imitated the trade-mark of "Black and White" whisky so closely that it was difficult to distinguish the label from the genuine article, and that you put this label on your inferior whisky. Is that so?

The labels of whisky of every description, have the word "whisky" printed on them. I, therefore, thought that the word would not form a trade-mark. I have never imitated another's label.

At a point the Court read the documentary evidence put in at the proceedings in the Kobe Court.

Mr. Karahama, counsel for defence, stated that the accused had not, on any occasion, infringed the trade-mark of Messrs. Buchanan's whisky. As would be seen from his label, the accused took the label on that firm's whisky as a model, but put his own design on it, thus making it easily distinguishable from the trade-mark of the Scotch whisky. The label on the whisky of the Sapporo Beer had been taken by another brewer, however, and having taken it, he had obtained registration therefor. In support of his contention, Counsel put in a book entitled "Shohyo Daizen" (Complete Collection of Trade-marks), and a file of trade-marks.

Procurator Gotsu stated that in examining the charge of infringement of trade-mark the laws had been found to be defective. Under present circumstances, it was to be regretted that a trade-mark, which having been registered was fully entitled to protection, could yet be denied the protection of the law. From a legal point of view, the existence of such a fact was to be greatly deplored, and the defect should be rectified by all possible means. It was therefore the duty of Procurators to do their best in the protection of that which was entitled to protection. Procurator proceeded to say that nowadays there were many dishonest business men who were eagerly seeking to make a large fortune by means of illegal means. For instance, suppose a person invented a certain article, patented his invention, and made large profits by placing it on the market. Soon someone else would imitate the invention, impose on the world, and thus make illegal profit. The present case would come under that category. In comparing the flavour of Messrs. Buchanan's whisky and the imitation made by the accused, the difference of quality was as distinct as heaven and earth. Every body would be easily to distinguish one from the other very easily.

Japan was growing day by day, and at this important stage of the nation's progress, if dishonest merchants were allowed to have their way, Japan's commerce would be seriously affected. Turning to the question of the trade-mark in this case, the Procurator stated that, although there was some difference between the two trade-marks as pointed to by counsel for defence, yet at the present stage of the progress of Japanese industry and commerce, it would not be such a slight difference. They were almost sure to be unable to make any distinction between the two, and would buy either of the two brands for one and the same spirit. The principal part of the trade-mark in this case comprised the words "Scotch Whisky, Black and White" and in this point both labels were identical, and the shapes of the bottles and labels were also alike. It was, therefore, only natural that the two whiskeys would be generally taken as one and the same.

The accused, continued Procurator, maintained that as the public generally believed that imported wines and spirits were superior in quality to the home product, he had adopted the words in question in order to make his whisky appear to be imported. He did not know that the words formed an essential part of the trade-mark. For the essential part of his trade-mark he added the word "House of Buchanan" and thus made a clear distinction between the two. But this, continued the Procurator, was only a prevarication to evade the provisions of the law. If such was the intention of the accused, why did he

not adopt European letters to represent some other meaning than that which appeared in the trade-mark of the Scotch Whisky? The proof of the genuineness of his intention. The fact of the infringement of trade-mark in this case, was fully established by evidence, and the appeal of the Procurator, is Kobe Chibo Salubansho was reasonable. Procurator Gotsu strongly recommended that the accused be severely punished.

Mr. Ogata, counsel for the defence, stated that this case was comparatively simple, and it was remarkable that the Procurator should have addressed the Court at such length. The registration of the accused's trade-mark was granted by the Patent Bureau. In charging the accused with infringement of trade-mark, the Court was infringing the authority of the Patent Bureau. Before accusing his client with infringement of trade-mark, counsel counsel, the complaint should have first protested against the registration of the accused's trade-mark, and if there was any illegality in that trade-mark, the Patent Bureau should have cancelled its registration without waiting for any judicial action. Such a step had not yet been taken by the Patent Bureau, and this fact would show that there was no basis of fact in the charge of infringement of trade-mark. The letters used by his client in his trade-mark were different in some respects, and it could be clearly distinguished from the other by the figures of 1888. If the inferior spirit had been sold at the same time as the Scotch whisky, the accused would have been called delinquent, as alleged by Procurator, but as a matter of fact, he was selling his spirit cheaper, as it was inferior in quality. Counsel contended that, as the Patent Bureau had not yet cancelled the registration of the accused's trade-mark, his action did not constitute the offence of infringement of trade-mark. The accused, therefore, should be acquitted, submitted counsel.

Mr. Karahama then followed, and said that accused had no malicious intention in adopting this trade-mark. He had merely adopted the words "Black and White" whisky solely with the object of making his spirit appear to be imported. There was a distinct difference between the two trade-marks, so that the accused was in no way guilty of the charge. He should be acquitted.

Judgment was to be delivered on the 2nd inst.

## PUBLIC COMPANIES.

## POWER TO INCREASE CAPITAL.

Dealing with the recent resolutions of the Bangkok Dock Co., Ltd., to increase its capital the *Siam Observer* writes editorially on 29th ult. At yesterday's meeting of the Bangkok Dock Company there was some uncertainty about a point of law. The point was whether the directors' resolution on increasing the capital, required a unanimous vote or whether it could be carried by majority—a three-fourths majority. It was contended that the one or the other would have the resolution, and on the other hand that the decision of the majority would hold good legally. The Dock Company is under Siam law. There is no Companies law in Siam yet, though one is being framed; but it may be taken that the Siam Courts would follow the usual foreign precedents applicable to a case. Quoting from Lindley, the British law may be stated as follows:—A Company has no power to increase its capital unless such power is expressly conferred under its charter, or unless all the shareholders agree to subscribe or raise more than the sum originally determined; and if the capital of the Company is fixed by charter, letters patent, or special Act, and no power is given to increase it, such capital cannot be increased even by the consent of all the members of the Company, and the rule is that in the absence of special powers the capital of the Company cannot be increased against the will of a single dissentient shareholder.

In the case of the Bangkok Dock Co., such power is expressly conferred upon it by the Articles of Association. Article 44 gives the Company power to increase its capital—the special power which is necessary. It not only provides for the increase of capital but for the terms of issue of new shares, for the offering of new shares to shareholders, and for the new capital being considered part of the original unless otherwise ordered. There is no doubt about the power to increase capital. As to voting, the rule with regard to extraordinary matters, like the increasing of capital, is the passing by a three-fourths majority. This rule evidently holds good in the present case. In the absence of special powers, as above stated, the capital could not be increased against the will of a single dissentient shareholder. But the special powers are here present. Every shareholder has accepted them in the articles of association. Therefore the rule that, in the absence of special powers the capital cannot be increased against the will of a single dissentient shareholder, does not apply. The three-fourths rule holds good. When absolute unanimity is required is where no powers already exist. In the case of the Bangkok Dock Company the powers do exist, so that absolute unanimity is not necessary. That, we believe, is the correct legal view of the matter. As to what might be done with a dissentient shareholder refusing to pay his calls, we believe, as a matter of law, that the Company would have a claim upon the amounts due to him in dividends, and might apply this money to making up the amount of his call, which would be treated as a debt to the Company.

## THE PRESS IN KOREA.

## RESIGNATION OF OFFICIALS.

A Seoul dispatch states that Mr. Yobuko, Japanese Inspector of the Korean Palace police who was responsible for the recent trouble with the *Dokan Nippo*, has sent in his resignation. Mr. Maruyama, Adviser to the Korean Police, also sent in his resignation, on hearing of the trouble. The resignation of the Japanese Inspector, the deposition of the four Japanese journalists. It is stated that Mr. Minji, Japanese Resident-General in Seoul, strongly condemns the resignation of the Resident-General for the order of deposition. "The Resident holds that the order as made was perfectly lawful." It is also stated that Marquis Ito, who as Resident-General ordered the withdrawal of the order of deposition, has feared as the result of the course



# "HAICHANGS" ENGINEER DROWN.

UNFORTUNATE ACCIDENT AT SWATOW.

[From Our Own Correspondent.]

Swatow, 8th July.  
A sad accident happened here on the night of the 2nd inst. which resulted in the death of Mr. McNair, Chief Engineer of the s.s. *Haichang*.

It appears the deceased was coming on board about 9 p.m., owing to the ill-lit state of the jetty, he missed his footing and fell into the water. The accident was noticed by a coolie, who reported the matter when all hope of rescue had passed. The body has since been recovered and buried, the funeral being largely attended.

## UNDERTAKERS AND MARRIAGE CEREMONIES.

A CHINESE SUPERSTITION.

Wong Kam Tsun, an undertaker, residing at No. 21, Apichau, was charged before Mr. F. A. Hazlewood, at the Police Court, on the 10th inst., with obtaining forty cents from Cheung Yuen Pao, at Aberdeen, on the 6th inst., under false pretences.

Mr. O. D. Thomson appeared for the defendant, who pleaded not guilty.

Inspector Dymond, who prosecuted, said that the complainant was the master of a marriage boat. The Chinese, he went on by way of explanation, are a superstitious people and they consider it bad luck to have an undertaker present on one of these marriage boats while a marriage ceremony is in progress. For some time past the undertakers or their folk have constantly boarded these boats while a marriage ceremony was on and refused to leave until they were paid to do so.

The complainant stated that at one o'clock on the afternoon of the 6th instant the accused came on board his boat. At the time a marriage was taking place. When asked what he wanted on board defendant stated that he came to collect forty cents for "gua chi" (melon seeds). Witness handed the accused the money.

His Worship: There is no "false pretences" in that.

Inspector Dymond attempted to get further information from the complainant, but it was useless. The witness was handed a printed form and he was asked if he recognised it. This piece of paper was what accused-alleged to have handed to the complainant, saying it came from the Registrar-General. Witness complained of his bad eyes and stated that he had never seen the paper before.

Inspector Dymond observed that the complainant was keeping back certain things from the Court. He was very communicative when accused, but refused to say any more when he heard that the man was going to be charged. In fact, the inspector concluded, he objected to having accused charged.

His Worship said that there was no evidence given that the defendant was a convict. He termed the complainant a "hostile" witness, and discharged the accused with a caution.

## INDO-CHINA STEAM NAVIGATION COMPANY.

ANNUAL REPORT.

The directors of the Indo-China Steam Navigation Company, Limited, report that the adverse conditions of trade mentioned in the last report unfortunately continued in an accentuated form during 1906, and the superabundance of tonnage on the coast caused low rates of freight throughout the year, the relief by homeward clearances being slow in reducing competition. There has since, however, been considerable reduction in shipping by diversions elsewhere, and a return to more normal conditions is now taking place, as it did when over-supply after the China-Japanese War, 1896, required time for dispersion. A typhoon of exceptional violence swept over Hongkong in September, causing extensive damage to shipping and property; but the steamers of the company, fortunately, escaped with but little injury; indeed, during the year no serious casualty has occurred, and the underwriting account has the substantial balance of £790,000 to its credit. The directors note the difficulties of the year, have again allocated a very large sum to the depreciation of the fleet (£278,333), which has been provided by the transfers from exchange and underwriting accounts and from the general reserve fund, and after meeting all expenses for the year, there remains a balance of £16,091, out of which the directors recommend a dividend of 2½ per cent, carrying forward £3,091 to 1907. The *Loon*, a steamship constructed by the Hongkong and Whampoa Dock Company for the company's Yangtze service, has been added to the fleet, and since the closing of the accounts for the year 1906 the small steamer *Columbia* has been revised, and the capital, formerly represented by £100 shares, has been divided into equal moieties represented by preferred ordinary shares, which carry a cumulative dividend of 6 per cent, and deferred ordinary shares. The directors propose shortly to make an issue of debentures, in order that the indebtedness of the company may be consolidated. Particulars will be sent to shareholders, and an opportunity afforded them of participating in the issue.

## WATER POLO.

V.R.C. vs. R.H.K.V.C.

The first Water Polo match was played last Tuesday afternoon at the V.R.C. enclosure, before a very large gathering of spectators. The teams were V.R.C. (Capt. A. Lamont) and R.H.K.V.C. (Capt. A. W. Brown). The V.R.C. team, captained by A. Lamont, was a very strong one, and since the closing of the accounts for the year 1906 the small steamer *Columbia* has been revised, and the capital, formerly represented by £100 shares, has been divided into equal moieties represented by preferred ordinary shares, which carry a cumulative dividend of 6 per cent, and deferred ordinary shares. The directors propose shortly to make an issue of debentures, in order that the indebtedness of the company may be consolidated. Particulars will be sent to shareholders, and an opportunity afforded them of participating in the issue.

The Yacht Club team seemed to have improved considerably and stand a very good chance of carrying off the shield this year.

Another friendly match was played last Wednesday afternoon at the V.R.C. enclosure, which resulted in a win for the V.R.C. by 3 goals to one. The first half was a very hard and fast one, and the first goal was scored by Gunner Fittwin for the 8th Co. R.G.A. During the first half the V.R.C. men had many good tries, but could not succeed in getting the ball in. But in the second half, the V.R.C. men played very well, and managed to score three goals all to the credit of M. H. Alton. The V.R.C. team were as follows:—E. E. Lamont (Capt.), F. K. Tate, O. B. Chinnay, P. M. Ramgool, A. J. W. Ribeiro, N. H. Alton and Beyer.

# DEATH OF MR. J. M. BASA.

A PROMINENT FILIPINO LEADER.

10th inst.

The death occurred at his residence, 7 Remedios Terrace, today, of Mr. Jose M. Basa, one of the best known members of the Filipino community in Hongkong. Mr. Basa had been ailing for some time and passed away at the age of 71 years. In his youth Mr. Basa was a staunch adherent of the independence movement, which had for its object the overthrow of the Spanish Government in the Philippines and some thirty years ago was banished. He came to Hongkong and began business as a merchant, in which he proved very successful. At the same time he was always identified with the aspirations of the Filipino party and was the head of the Junta in Hongkong, being, in a manner, entitled to that honour among his compatriots as the "Father" of the Filipinos in the Colony. Mr. Basa was a familiar figure in local circles and was highly respected. He leaves two sons and five daughters to mourn his loss. The funeral takes place at 7.30 to-morrow morning from his residence to Happy Valley.

## WHAT ABOUT THE S.S. "NETHERTON"?

Mr. Thos. Buchanan, chief engineer of the s.s. *Netherton*, writes in the *Singapore Free Press* of 4th inst.:—I take the liberty of addressing this article to you, which possibly may find a place in your instructive and influential paper, concerning a gentleman of importance connected with a place around here that could be another what is to become of the *Netherton*. The question was generally answered so, "Well I reckon she will be broken up for what she can return in dollars." Still the mechanical plant is good and perhaps a buyer could be found for it. Personally I have an idea and I trust it conveys at least with it a little horse-sense. Having examined the *Netherton* I recognise the weakness of the hull, the section of the hull, no doubt this part is greatly supported by modern flat bottom and nature's buoyancy. Now I do not for a minute consider the *Netherton* capable of ploughing the ocean again (unless of course an enormous sum of money were expended) but I believe she could be turned to a good purpose as she stands. My geography of this settlement is not very extensive, and as I am only about one year in China principally around Hongkong and Shanghai, there may be only one or two some growing place around here that could be doing with an electrical power station. As the machine type of engine is greatly used in this work both in Britain and U.S.; then one has the plant all ready, when the propeller shaft is disconnected, and dynamo hooked on, there is no rental to pay and no duty, your power house is there and on the high seas. Again by an ingenious method which I prefer to reserve from this letter, I believe the forward section of the vessel to be capable of supporting weight, and could be connected into ice or storage device, mechanical and frigorific effect being also a supplement from main engines. There are so many points connected with these ideas which I have vaguely mentioned here that it would take no longer time than I can at present afford to write out. However, as these ideas are already made known by myself to the firm of Messrs. Huttenbach & Bros, they are in a manner now slightly public property, yet they did not interest the firm mentioned. Trusting this may be an inspiration to others to possibly better ideas, for it appears to me a pity to have a break-up what is practically new ship, and thanking you in anticipation.

## INDO-JAPANESE TRADE.

VIEWS OF MR. MORITA.

Mr. Morita, Director of the Commercial and Industrial Bureau in the Department of Agriculture and Commerce, spent a few days in Osaka on his way to India for the inspection of the condition of trade there. On 27th ult., Mr. Morita delivered a speech at the Osaka Chamber of Commerce, taking for his subject the trade of India.

The growth of trade between Japan and India, said Mr. Morita, would depend upon Osaka. It was for this reason that he had devoted a few days to spend in Osaka on his way to India to hear the views and plans of Osaka business-men on the question. A few years ago, continued the speaker, investigations were made into the trade between Japan and India, and the result was astonishing. He pointed out that there was constant steamship communication between the two countries, and that the trade was steadily drawing through the Specie Bank. The population of India was 300,000,000, most of whom were farmers, and looked for their supply of manufactured goods to other countries. The annual exports and imports amounted to ¥1,500,000,000, of which sum ¥500,000,000 represented imports. It was surprising that with so great an advantage of close communication Japan supplied only one per cent. of the imports. Of the remainder Great Britain supplied 64 per cent, Belgium 4 per cent, Russia and Australia each between 2 and 3 per cent.

Mr. Morita asked the reason that such a small trade was done by Japanese with India when she had such an advantageous position. It was not due to the lack of supply of articles which were wanted by the Indian people. Japan was abundantly producing such articles. There must be some special cause which was responsible for the slow development of the trade, and he was going to India for the purpose of finding out the hidden obstacles.

Turning to exports from India, which annually amounted ¥1,000,000,000, Mr. Morita remarked that Great Britain took 27 per cent, China 11 per cent, Germany 9 per cent, the United States and France each 6 per cent, and Japan 5 per cent. Japan was producing articles suitable for the needs of the Indian people, and yet Japan was buying from India almost double the quantity she was selling. Knitted goods, which were largely produced in Osaka, formed the principal line of Indian imports. The annual value of articles under this heading imported into India was about ¥600,000,000, and Japan was selling not more than ¥100,000,000. India was buying glass-ware to the value of ¥600,000,000, but Japan was selling not more than ¥100,000,000. The value of matches imported was about ¥400,000,000, but Japan was selling to India only ¥80,000,000 worth.

In conclusion, Mr. Morita stated that *kakaku* (silk fabric) which at first formed an important line of export, was replaced by cheaper figured *kakaku*. He found the loss of the market of *kakaku* was due to unprincipled tactics of certain Indian merchants of Yokohama. Entrapped by their methods, Japanese dealers started competing among themselves, with the usual result of deterioration of quality. The Indian people could afford to buy *kakaku*, but Japanese merchants supplied them with cheaper or coarse figured *kakaku*, and were thus attempting to kill the taste of the Indian people for finer silk. While the Japanese were thus losing, the Indian merchants of Yokohama were making large profits. The Japanese merchants must be very careful, as such incidents might be the cause of the slow development of the market of Japanese goods in India.

# KAUB AUSTRALIAN G. M. CO.

General Manager's report for 4 weeks ending June 15th, 1907.

The mine measurements and assay results of prospecting work shows a total of 2815 ft. for the period (4 weeks) under review; made up of 1031 ft. sinking, 14 ft. driving, and 236 ft. crosscutting, as against 496 ft. for the previous four weeks.

## MINES.

Bukit Komar.—The Main Shaft, has been sunk 17 ft. making a total depth of 54 ft. below the 440 ft. Level.

440 ft. Level. Drive South.—This has been advanced 8 ft. making a total of 265 ft. The lode 47 in. wide gives an average value of 81 dw.

440 ft. Level. Drive North.—This has been driven 11 ft. bringing the total to 265 ft. The lode 48 in. wide assays 51 dw.

440 ft. Level North. Drive South or Foot-wall portion.—This end has been extended from 15 ft. to 104 ft.

The lode 57 in. wide assays 51 dw.

From the No. 1 winze between the 340 ft. and the 440 ft. levels north, a drive at about 30 ft. above the 440 ft. level has been taken south 2 ft. This is to leave a piece of poor ground as a support to the winze.

340 ft. Level North. Drive on Hanging Wall Branch.—To this has been added 9 ft. making a total of 114 ft. The lode 48 in. wide assays 51 dw.

340 ft. Level North. Crosscut East.—This has been taken from 14 ft. to 28 ft. and has passed through the East lode, which, at this point for a width of 36 in. assays 31 dw. Preparations are now being made to sink a winze to connect with the 440 ft. level.

310 ft. Level South. No. 2 Winze.—This has been sunk 1 ft. making the total depth of 52 ft. The presence of bad air has prevented us from making any headway with this work.

240 ft. Level North. Drive on Branch from Stope.—This has been driven 12 ft. making the total distance driven 90 ft. The lode 67 in. wide assays 1 dw.

A winze has been started at about 70 ft. along the drive to connect with the 240 ft. level, through which we intend to pass the better stone now standing in the back.

Stopes.—The following have been in operation:—

Above the 440 ft. level: 2 stopes. Lode 86 in. wide, worth 4 dw.

Above the 340 ft. level: 2 stopes. Lode 78 in. wide, worth 4 dw.

Above the 240 ft. level: 2 stopes. Lode 99 in. wide, worth 31 dw.

## STOPE MINES.

160 ft. Level. Drive South.—Here 34 ft. has been driven making a total of 381 ft. The lode 86 in. wide gives an assay value of 10 dw. per ton.

160 ft. Level. Drive North.—This has been extended from 69 ft. to 85 ft.

160 ft. Level. Drive North on East Lode.—This has been advanced 12 ft. making a total of 68 ft.

66 ft. Level. Drive South.—To this has been added 11 ft. making a total of 417 ft. The lode 46 in. wide assays 181 dw.

Crosscut West of Shaft 60 ft. Level.—This has been taken from 428 ft. to 446 ft.

No. 3 Winze from Surface.—This has been deepened 10 ft. bringing the total depth to 81 ft. The water has greatly handicapped the work and operations are suspended whilst a boiler and steam pump are being got to work.

Crosscutting for stope filling.—38 ft.

Stope 68 in. wide, worth 81 dw.

Above the 60 ft. level: 1 stope. Lode 60 in. wide, worth 141 dw.

## BT. MALACCA.

A winze has been sunk in Malacca hill 66 ft. We intend from this to crosscut East to get under some of the old shallow workings to further explore the lode on this section.

Some 61 ft. of surface prospecting has been done on Bukit Stengas.

No. 1 Mill ran 24 days (crushing 1,867 tons of ore). Total tons 2,012.

Amalgam collected 240 ozs. producing Retorted gold 606.0 ozs. producing Smelted gold 601.35 ozs.

Average yield per ton 1.97 dw.

Total tons crushed 4,775.

Amalgam collected 2,228 ozs. Smelted gold 801.535 ozs.

Average yield per ton 3.35 dw.

Fineness of bullion 927.11.

## W. H. MARTIN.

General Manager.

## THE ROYAL HONGKONG GOLF CLUB.

The monthly competition for the Captain's Cup and May Cup were held at the Happy Valley from the 6th to 8th July, 1907. The following returns were made:—

CAPTAIN'S CUP.

Mr. M. A. Murray..... 84 = 5-79  
Mr. R. O. Hutchinson..... 85 = 2-81  
Mr. C. E. Moxon..... 90 = 18-81  
Mr. E. J. Grist..... 85 = 2-83

(29 entries).

MAY CUP.

Mr. F. C. Hall..... 105 = 15-80  
Mr. D. E. Clark..... 99 = 17-82

(5 entries).

POOL.

Mr. M. A. Murray..... 84 = 5-79  
Mr. R. O. Hutchinson..... 85 = 2-81  
Mr. C. E. Moxon..... 90 = 18-81  
Mr. E. J. Grist..... 85 = 2-83

(28 entries).

Winner of Captain's Cup and Pool.

Winner of May Cup.

# CHINA SQUADRON.

Mr. Rees asked the Secretary to the Admiralty whether any battleship was included in the China Squadron at the present time, and whether, if the answer be in the negative, the American, French, and German Eastern fleets were in like manner composed exclusively of cruisers, destroyers, and smaller vessels.

Mr. E. Robertson: There is no battleship in the China Squadron at the present time; and except the *Reformateur*, a third class battleship of the French navy, launched in 1876, in commission at Saigon, and two armoured coast defence ships of the United States navy in reserve in the Philippines, the ships composing the French, American, and German squadrons in the Eastern seas are of the classes referred to in the question.

Mr. Rees: Is it not the case that no superiority of cruisers, destroyers, and smaller vessels can compensate for the absence of a battleship?

Mr. Robertson: said notice of the question must be given.

## CANTON DAY BY DAY.

VICEROY SHUM.

[From Our Own Correspondent.]

Canton, 5th July.

There are many conflicting reports concerning Viceroy Shum. One states that the C. M. S. N. Company's head office at Shanghai has been wired to the Canton agent to at once despatch the s.s. *Kiangling* to Shanghai to convey H.E. Shum to the South. But a telegram has just been received from Shanghai stating that, yesterday morning, H.E. Shum left for Hongkong for medical treatment. Another Shanghai telegram states that H.E. Shum will stay for another month at the Northern port to avoid the heat of the South.

## KWANGSI RICE.

H.E. Viceroy Shum, upon receipt of a telegram from the Canton principal rice disposal office requesting him to instruct the Kwangsi Governor to remove the prohibition on exportation of rice, has given telegraphic instructions to the Kwangsi Governor to do so, and H.E. has sent a telegram to Canton to that effect.

## CORRUPT SUBORDINATE OFFICIAL.

Yesterday the new Provincial Judge, Kung Sum-tsun, sent one of his subordinates to the Nankai Magistrate for punishment. The offender is said to have squeezed an admission fee from a certain gentleman who was going to call on the Judge.

## CLOSING OPIUM DRUGS.

In accordance with the instructions from the Tartar General and the two Lieutenant Tartar Generals, all the opium divans in the Bannerman portion of the City were totally closed on the 21st ultimo. The old opium establishments have all been turned into tea shops and other businesses. So far the Tartar General's orders have been very strictly enforced and obeyed.

## THE LIMCHOW DISTURBANCE.

Yesterday a telegram was received from the official of Limchow stating that the rebels there are still very active and requesting more reinforcement of troops.

## PROVINCIAL JUDGESHIP.

At forenoon yesterday the newly appointed Provincial Judge, Kung Sum-tsun, took over the temporary charge of office from the ex-Provincial Judge, Chu Shou-yung, who will probably leave Canton for his new post at Anhui at the beginning of the sixth moon.

6th July.

## LANDING AND STORAGE OF KEROSENE.

Some time ago, the British Consul-General at Canton, Mr. R. W. Mansfield, wrote to H.E. the Viceroy several times pointing out that the kerosene oil landed at the jetty close to the Canton-Hongkong steamers' wharf at Tung Hing Street, is a source of great danger and risk to the wharves, and requested H.E. the Viceroy to give instructions to have the jetty removed. The Central Police Department, by order from the Viceroy, has issued a proclamation together with some regulations governing the landing of the oil. The regulations are chiefly to the following effect:—A suitable place should be selected for the erection of a jetty where kerosene oil only could be landed. All kerosene boats coming from the East Oil Tanks to Canton are to carry a flag made of white cloth, 2 feet wide and 3 feet long, bearing the two characters (火水) painted on it. All such boats should be in possession of a special permit issued by the Custom House authorities. These boats must be constructed of iron and be of good condition, and used for conveying kerosene oil, but no other cargo. Good tubs, closed with lids, instead of the old kind tubs, should be used in conveying the oil. Each kerosene store in Tung Hing and other streets should not keep a larger stock of oil on the premises than about twenty cases at a time, and must not store the goods in a densely populated place. If no suitable site can be obtained for the purpose of a jetty, a daily supply should only be brought from the tanks enough to satisfy the demand. The proposed jetty together with all such boats for carrying oil are to be under the control of the Harbour Master.

## DIRECTOR OF THE HUND DEPARTMENT.

Yesterday H.E. the Acting Viceroy appointed the sub-director of the Canton Bund Department, expectant Magistrate Sit Wing-nien, as director of the same department, and this official will to-day assume charge of office.

## STUDYING PLAGUE.

At the meeting of the Fong Pin Hospital, the directors decided to send one of the institution's medical officers to Annam to inquire into the system of the treatment of plague-stricken patients in that country, with a view of effecting reforms on modern lines in the treatment of bubonic plague patients in that institution.

## RAILWAY MEETING.

A meeting of the Canton-Hankow Railway Company was held at the Company's office yesterday afternoon, to promulgate regulations governing the forthcoming mass meeting. Mr. Ha Yang-sang was voted to the chair and numerous suggestions were brought up for discussion by those present. Ultimate resolutions to the following effect were carried:—(1) That as the representatives of the Government and the different Railway Companies throughout the Empire are to be present, the forthcoming meeting is to be carried out in a businesslike manner. (2) That two superintendents, two inspectors, two secretaries, scrutineers, etc. are to be appointed to superintend the meeting. (3) That two ballot boxes be put into use, and officials be appointed to take charge of these boxes. (4) That the result of the voting be posted up immediately after the casting of votes by the shareholders. (5) That the ballot boxes be

opened from 10 o'clock on the morning of the 11th instant to 11 o'clock of the same morning. (6) That all invited representatives as well as shareholders who are to take part in the meeting be requested to be present early on the day of the meeting.

## FIGHTING AROUND LIMCHOW.

A letter from Limchow describes in detail the different engagements in the latter part of last month between the bandits and the Government troops under the command of Ho Cheung-ching and two other military officers, surnamed Sung and Kwok. For five days in succession, from the 12th ultimo to the 17th ultimo, the troops defeated the rebels in the following places:—Kwan Ping, Kow Lung, Ngau Kung, and Pink Kut, killing many of them, and seizing a large quantity of ammunition, together with the seal of the ringleader of the rebels. On the morning of the 18th ultimo, the troops proceeded to raid the Lung Ngok village in which many rebels were supposed to be harbouring; but before they reached the village, the bandits had already lined up along the hillside and offered their opponents a stubborn resistance. After a severe encounter lasting for two hours, the troops emerged victorious from the fray, killing a number of rebels. The troops then surrounded the village which is a large one and a notorious robbers' stronghold. The troops bombarded it; the rebels were utterly routed after a three hours' hard fight. Many rebels were killed and the scene presented a dreadful sight in which there had been much bloodshed. On the morning of the 9th ult., this village was totally burnt to the ground. The soldiers then proceeded to raid the Mo Kung village and another engagement with the rebels on the way. They attacked this village also with bombs, killing a considerable number of the insurgents and seizing a very large quantity of ammunition, etc. The place is now practically quiet and the officials are now beginning organisation work.

8th July.

## SHUM TENDERS RESIGNATION.

A Shanghai telegram states that H.E. Viceroy Shum, of the Liang Kwang Provinces, has presented another memorial to the Throne, ending his resignation and informing of his intentions of purchasing a house at Soochow, where he will reside to recuperate his health. If ordered to proceed at once to his new post, H.E. will ask another favour from the Throne, to not leave Shanghai before the end of the sixth moon, so as to avoid the hot season of the South.

## ANTI-OPIUM REGULATIONS.

Yesterday afternoon, a meeting was held at the Oi Yau Charitable Institution to discuss the prohibition of opium smoking and the necessary regulations for the admission of opium smoking patients into the different hospitals for medical treatment. There were present several hundred persons of all branches of trade and of all classes, including the new Acting Provincial Judge, Kung Sum Tsun, and a few other officials. The Provincial Judge was voted to the chair and made a speech on the evils of opium smoking, which was listened to attentively by all those present. The Judge has been requested to draw up a code of regulations for the governing of the admission and treatment of opium smoking patients. Several resolutions were also passed to the effect that the New Canton Charitable Institutions and other hospitals, upon the enforcement of the anti-opium regulations at the end of the sixth moon, will do all in their power to help all those who are getting rid of the opium smoking habit. The meeting lasted until five o'clock in the afternoon, and afterwards a tea party was held for the entertainment of the leading persons taking part at the meeting.

At the meeting the Acting Provincial Judge, Kung Sum-tsun, remarked that the anti-opium regulations are strictly carried out, and it is the duty of the press to further the Government's cause.

## A SUSPECT.

A short time ago, a man surnamed Li was seriously injured by handling dynamite, in a school at Kou Chong Lane, inside the City, and was taken to the Hospital Indo-Chine for treatment. This man was to be put on trial before the authorities after he well again, to show what right he had to be in possession of such explosives. The Police Department of the Canton Government has sent a man during his stay in the hospital. On Saturday, when he left the institution, he was immediately arrested and taken to the Central Police Office for trial.

## PIRACY.

On the 6th instant, in the afternoon, the S.L. *Kia Cheung* plying between Chantun and Canton arrived here and reported that she had been pirated near Sam Shan Ko. How by a number of robbers, who boarded the launch as disguised passengers. It happened that at the time, the Chinese Government launch *Po Chin* and three junks were in the vicinity, and rendered assistance in pursuing the pirates. The boat people pursued the pirates some distance and had an encounter with them at Lin Fa Shan, where one of the pirates was wounded as well as three of the launch's passengers. The pirates got the launch's passengers and fought desperately, and threw overboard three passengers; whether these were drowned or not, is not yet ascertained. At last the rascals took flight to the Lin Fa Shan, where six of them were captured, whilst the remainder escaped.

## AGAINST RED TAPE.

H.E. Acting Viceroy Wu has issued an order, directing his subordinate officials not to adhere to the old custom of calling to interview him at specified times—on the 5th and 10th days of every moon—but to call on him at any time, when affairs necessitate their presence.

## A NEW THEATRE.

Some time ago, a merchant surnamed Choi, applied to the Canton Police Department for the privilege of building a theatre on the new land at Yau Lan Mun. The Police Authorities have now accepted the application at an annual royalty of \$7,000 and has informed Choi to accompany the waiyuan of the department to make a survey of the proposed site on the 9th instant, for the building of this theatre, which is to be handed back to the Government after the expiration of the lease.

## A CURIOUS MONOPOLY.

A merchant surnamed Yang has floated a company styled the "Mao Company" and petitioned the Shan Sh







## VESSELS IN PORT.

## Arrivals.

Abdullah, Br. s.s., 2,081, P. K. Bani, 6th July.

Abdullah, Br. s.s., 2,081, P. K. Bani, 6th July.

Abdullah, Br. s.s., 2,081, P. K. Bani, 6th July.

Abdullah, Br. s.s., 2,081, P. K. Bani, 6th July.

Abdullah, Br. s.s., 2,081, P. K. Bani, 6th July.

Abdullah, Br. s.s., 2,081, P. K. Bani, 6th July.

Abdullah, Br. s.s., 2,081, P. K. Bani, 6th July.

Abdullah, Br. s.s., 2,081, P. K. Bani, 6th July.

Abdullah, Br. s.s., 2,081, P. K. Bani, 6th July.

Abdullah, Br. s.s., 2,081, P. K. Bani, 6th July.

Abdullah, Br. s.s., 2,081, P. K. Bani, 6th July.

Abdullah, Br. s.s., 2,081, P. K. Bani, 6th July.

Abdullah, Br. s.s., 2,081, P. K. Bani, 6th July.

Abdullah, Br. s.s., 2,081, P. K. Bani, 6th July.

Abdullah, Br. s.s., 2,081, P. K. Bani, 6th July.

Abdullah, Br. s.s., 2,081, P. K. Bani, 6th July.

Abdullah, Br. s.s., 2,081, P. K. Bani, 6th July.

Abdullah, Br. s.s., 2,081, P. K. Bani, 6th July.

Abdullah, Br. s.s., 2,081, P. K. Bani, 6th July.

Abdullah, Br. s.s., 2,081, P. K. Bani, 6th July.

Abdullah, Br. s.s., 2,081, P. K. Bani, 6th July.

Abdullah, Br. s.s., 2,081, P. K. Bani, 6th July.

Abdullah, Br. s.s., 2,081, P. K. Bani, 6th July.

Abdullah, Br. s.s., 2,081, P. K. Bani, 6th July.

Abdullah, Br. s.s., 2,081, P. K. Bani, 6th July.

Abdullah, Br. s.s., 2,081, P. K. Bani, 6th July.

Abdullah, Br. s.s., 2,081, P. K. Bani, 6th July.

Abdullah, Br. s.s., 2,081, P. K. Bani, 6th July.

Abdullah, Br. s.s., 2,081, P. K. Bani, 6th July.

Abdullah, Br. s.s., 2,081, P. K. Bani, 6th July.

Abdullah, Br. s.s., 2,081, P. K. Bani, 6th July.

Abdullah, Br. s.s., 2,081, P. K. Bani, 6th July.

Abdullah, Br. s.s., 2,081, P. K. Bani, 6th July.

Abdullah, Br. s.s., 2,081, P. K. Bani, 6th July.

Abdullah, Br. s.s., 2,081, P. K. Bani, 6th July.

Abdullah, Br. s.s., 2,081, P. K. Bani, 6th July.

Abdullah, Br. s.s., 2,081, P. K. Bani, 6th July.

Abdullah, Br. s.s., 2,081, P. K. Bani, 6th July.

Abdullah, Br. s.s., 2,081, P. K. Bani, 6th July.

Abdullah, Br. s.s., 2,081, P. K. Bani, 6th July.

Abdullah, Br. s.s., 2,081, P. K. Bani, 6th July.

Abdullah, Br. s.s., 2,081, P. K. Bani, 6th July.

Abdullah, Br. s.s., 2,081, P. K. Bani, 6th July.

Abdullah, Br. s.s., 2,081, P. K. Bani, 6th July.

Abdullah, Br. s.s., 2,081, P. K. Bani, 6th July.

Abdullah, Br. s.s., 2,081, P. K. Bani, 6th July.

Abdullah, Br. s.s., 2,081, P. K. Bani, 6th July.

Abdullah, Br. s.s., 2,081, P. K. Bani, 6th July.

Abdullah, Br. s.s., 2,081, P. K. Bani, 6th July.

Abdullah, Br. s.s., 2,081, P. K. Bani, 6th July.

Abdullah, Br. s.s., 2,081, P. K. Bani, 6th July.

Abdullah, Br. s.s., 2,081, P. K. Bani, 6th July.

Abdullah, Br. s.s., 2,081, P. K. Bani, 6th July.

Abdullah, Br. s.s., 2,081, P. K. Bani, 6th July.

Abdullah, Br. s.s., 2,081, P. K. Bani, 6th July.

Abdullah, Br. s.s., 2,081, P. K. Bani, 6th July.

Abdullah, Br. s.s., 2,081, P. K. Bani, 6th July.

Abdullah, Br. s.s., 2,081, P. K. Bani, 6th July.

Abdullah, Br. s.s., 2,081, P. K. Bani, 6th July.

Abdullah, Br. s.s., 2,081, P. K. Bani, 6th July.

Abdullah, Br. s.s., 2,081, P. K. Bani, 6th July.

Abdullah, Br. s.s., 2,081, P. K. Bani, 6th July.

Abdullah, Br. s.s., 2,081, P. K. Bani, 6th July.

Abdullah, Br. s.s., 2,081, P. K. Bani, 6th July.

Abdullah, Br. s.s., 2,081, P. K. Bani, 6th July.

Abdullah, Br. s.s., 2,081, P. K. Bani, 6th July.

Abdullah, Br. s.s., 2,081, P. K. Bani, 6th July.

Abdullah, Br. s.s., 2,081, P. K. Bani, 6th July.

Abdullah, Br. s.s., 2,081, P. K. Bani, 6th July.

Abdullah, Br. s.s., 2,081, P. K. Bani, 6th July.

Abdullah, Br. s.s., 2,081, P. K. Bani, 6th July.

Abdullah, Br. s.s., 2,081, P. K. Bani, 6th July.

Abdullah, Br. s.s., 2,081, P. K. Bani, 6th July.

Abdullah, Br. s.s., 2,081, P. K. Bani, 6th July.

Abdullah, Br. s.s., 2,081, P. K. Bani, 6th July.

Abdullah, Br. s.s., 2,081, P. K. Bani, 6th July.

Abdullah, Br. s.s., 2,081, P. K. Bani, 6th July.

Abdullah, Br. s.s., 2,081, P. K. Bani, 6th July.

Abdullah, Br. s.s., 2,081, P. K. Bani, 6th July.

Abdullah, Br. s.s., 2,081, P. K. Bani, 6th July.

Abdullah, Br. s.s., 2,081, P. K. Bani, 6th July.

Abdullah, Br. s.s., 2,081, P. K. Bani, 6th July.

Abdullah, Br. s.s., 2,081, P. K. Bani, 6th July.

Abdullah, Br. s.s., 2,081, P. K. Bani, 6th July.

Abdullah, Br. s.s., 2,081, P. K. Bani, 6th July.

Abdullah, Br. s.s., 2,081, P. K. Bani, 6th July.

Abdullah, Br. s.s., 2,081, P. K. Bani, 6th July.

Abdullah, Br. s.s., 2,081, P. K. Bani, 6th July.

Abdullah, Br. s.s., 2,081, P. K. Bani, 6th July.

Abdullah, Br. s.s., 2,081, P. K. Bani, 6th July.

Abdullah, Br. s.s., 2,081, P. K. Bani, 6th July.

Abdullah, Br. s.s., 2,081, P. K. Bani, 6th July.

Abdullah, Br. s.s., 2,081, P. K. Bani, 6th July.

Abdullah, Br. s.s., 2,081, P. K. Bani, 6th July.

Abdullah, Br. s.s., 2,081, P. K. Bani, 6th July.

Abdullah, Br. s.s., 2,081, P. K. Bani, 6th July.

Abdullah, Br. s.s., 2,081, P. K. Bani, 6th July.

Abdullah, Br. s.s., 2,081, P. K. Bani, 6th July.

Abdullah, Br. s.s., 2,081, P. K. Bani, 6th July.

Abdullah, Br. s.s., 2,081, P. K. Bani, 6th July.

Abdullah, Br. s.s., 2,081, P. K. Bani, 6th July.

Abdullah, Br. s.s., 2,081, P. K. Bani, 6th July.

Abdullah, Br. s.s., 2,081, P. K. Bani, 6th July.

Abdullah, Br. s.s., 2,081, P. K. Bani, 6th July.

Abdullah, Br. s.s., 2,081, P. K. Bani, 6th July.

Abdullah, Br. s.s., 2,081, P. K. Bani, 6th July.

Abdullah, Br. s.s., 2,081, P. K. Bani, 6th July.

Abdullah, Br. s.s., 2,081, P. K. Bani, 6th July.

Abdullah, Br. s.s., 2,081, P. K. Bani, 6th July.

Abdullah, Br. s.s., 2,081, P. K. Bani, 6th July.

Abdullah, Br. s.s., 2,081, P. K. Bani, 6th July.

Abdullah, Br. s.s., 2,081, P. K. Bani, 6th July.

Abdullah, Br. s.s., 2,081, P. K. Bani, 6th July.

Abdullah, Br. s.s., 2,081, P. K. Bani, 6th July.

THE Yala Forestry negotiations recently suspended at Tientsin will be shortly resumed at Peking with much brighter prospects.

YESTERDAY morning, the following cable was received at the Colonial Secretary's Office, from the Singapore Government:—"Hongkong declared to be infected on account of bubonic plague."

THE Chinese Engineering & Mining Co.'s total output of the Company's three mines for the week ending June 21, 1907, amounted to 20,000 tons and the sales during the same period to 20,767.44 tons.

LEAVE of absence to the neighbouring countries on private affairs is granted to the following officers:—Major H. P. H. Parker, 120th. Baluchis, from 15th to 24th July, (Station leave). Lieut. J. G. Locky, 119th. Infantry, from 26th July to 23rd Sept. (privilege leave).

For the forthcoming Water Polo Shield Competition, we understand that the Victoria Recreation Club, Royal Engineers and Middlesex Regiment are each entering two teams. The 87th Co. Royal Garrison Artillery, Royal Hong Kong Yacht Club and Corinthian Yacht Club are entering one team each.

A QANTON dispatch reports that Liu Sze-yi, the leader of the Chingchow insurgents, is dead. He was slain while leading an attack on Wednesday last upon the K'ung-sheng village. By the death of Liu Sze-yi it is expected that the back of the insurrection in that part of Kwangtung province has been broken.

THE Hongkong Times understands that a Gold Coinage Bill has been drafted for Hongkong, and that the measure may become law within the year. It is under this law that it is proposed to re-introduce the stang—a copper coin this time, not silver as before. Matters have not developed sufficiently far yet, however, for orders to be given for the manufacture of the coins.

VICEROY TSEN CHUN-HUEN, it is said, is determined to decline the two Kwang Viceroys and has again sent a memorial to the Throne declaring that his bodily health prevents him from leaving even his own room, much more to travel south any further. His Excellency is said to be negotiating for the purchase of a certain house in Soochow where he intends to make his future home if allowed to retire into private life.—N. C. D. News.

AT noon yesterday Rev. Bro. Cornelius, of St. Joseph's College, left for Suifu by the s.s. Yawata Maru on a month's sick leave. He was accompanied by a number of pupils and ex-pupils of the college. After wishing their departing teacher bon voyage, they gave him three ringing cheers, as the launch cast off from the Yawata Maru punctually at noon when the liner steamed out from her moorings on the voyage to Australia.

THE Korean deputation to The Hague is causing anxiety in Court circles at Seoul in anticipation of Japanese remonstrances. The incident seems to confirm the report recently current that the Japanese Government had offered the Imperial Treasury on the pretext of appealing to the Powers for Korea's independence. In this connection it is recalled that the late Ministerial changes at Seoul were due to intrigues that were held to endanger Japan's position in Korea.

ADBE JOSEPH BERTRAND, a French missionary at Gombaya, near Hakone, has received a Blue Ribbon medal from the Japanese Government in recognition of his self-sacrificing work. It is stated that the priest has directed his attention from an early date to charitable work, and rendered valuable assistance to the founder of the Fukutsu Byoin, a leper hospital at Kamiyama, Shizuoka Prefecture. Father Bertrand later acquired this hospital, and has admitted over 340 patients and expended the sum of about ¥80,000 on this branch of charitable work.

THE Toyo Kisen Kaisha is about to engage in the transport of crude kerosene oil supplied by the California Petroleum Company. An oil-tank steamer for this trade is now being constructed at the Mitsui Bishi Vard at Nagasaki. The factory of the Nankoku Petroleum Company, which is now being built at Hirunuma, near Yokohama, where the Californian oil is to be refined, is nearing completion. The petroleum company has also decided to construct an oil-tank at Noda, near Suna, and the land for the site has already been purchased. The Toyo Kisen Kaisha, we learn, has also purchased an oil-tank steamer of 6,000 tons in England.

THE number of petty larcenies that occur daily aboard the Yau-mai-ti ferry launches has made the launch people more cautious than ever. At about one o'clock this morning (10th inst.) Leung Tun, the collector on board the steam launch Yau-mai-ti, found a strange man sitting near the engine-room. He recalled that not long before the engine-room bell went missing. He promptly seized the sleeper and handed him over to the police. At Yau-mai-ti Police Station the man said he was Chao Ho. He was charged at the Police Court, this morning, with being aboard the launch with felonious intent. Accused, in defence, said that he went aboard to pass the night as he wanted to come across to Hongkong by the first launch to-day. He was given fourteen days.

TO-DAY (8th inst.) was one of the busiest days that the Magistracy has seen for weeks, and with only one magistrate sitting it looked at one time as if it would be impossible to get through the cases in one day. There were several gambling cases, innumerable hawking, obstruction and assault cases, while petty larcenies and rogues and vagabonds were there in plenty. No less than four boats were occupied near the Custom and Customs, assisted by an interpreter, in copying the charge-sheets. And with each officer getting his witnesses together and waiting for his different cases to be called on, the Magistracy was the best place to be away from this morning, standing room, not to say sitting accommodation, both inside and outside the Court room, for an hour after the Court sat, being impossible.

THE Chefoo Daily News of 29th ult. says:—"The Chinese Government dispatch boat, the small wooden steamer CHINGKAI, returned to port a few days ago from a cruise, with six prisoners (pirates) on board. When cruising near Weihaiwei the steamer sighted a suspicious looking junk. When the CHINGKAI bore down upon the craft the crew of the latter jumped into the water to escape capture after a few shots had been fired. The men were soon picked up and taken to the ship. It was found to contain a great quantity of firearms as well as a considerable amount of copper cash in three large bags. Upon their arrival at Chefoo it was found that four only of the captured men were actual pirates. The other two are prisoners whom the robbers held in custody. The four criminals are Tientsin men. They will be executed after order has been received from China."

LIEUTENANT E. A. Hoops, Middlesex Regiment, has proceeded on leave (ill) July 6, when he will embark to join the 3rd Battalion at Hongkong.

Mr. Frederick T. Hall (of Hongkong) and Mr. Henry N. Ridley, M.A., F.R.S. (Straits Settlements), have been elected Fellows of the Royal Colonial Institute.

LEAVE of absence to the neighbouring countries on private affairs, has been granted to Captain B. S. Phillips, Royal Engineers, from 14th July to 30th September.

THE new Customs House was opened at Tientsin on 1st inst., and the Chinese flag now flies above it. In many cases duty was paid for transportation northwards. The Russian Consulate at Tientsin opened on 5th inst.

In Finland hears that the Hongkong and Shanghai Banking Corporation has obtained the permission of the Secretary of State to opening out a branch in the Federated Malay States. The likelihood is that Kuala Lumpur may be the town selected for its scene of operations.

Two priests—Chas. Lo Wan and Wong I Pan—were locked up on Wednesday afternoon for bathing in the waterworks, at Shau-ki-wai, they were arraigned before Mr. G. M. Orme, at the Police Court, on Thursday morning, pleaded guilty to the charge, and were fined one dollar each.

Sir Matthew Nathan was received in audience by His Majesty the King at Buckingham Palace on 13th ult. upon relinquishing his appointment as Governor of Hongkong, and kissed hands upon his appointment as Governor of Natal. Colonel the Hon. H. C. Legge (Esquary-in-Waiting) was in attendance.

MESSRS. Hughes and Hough, auctioneers, put up for sale by public auction at noon, last Thursday, the valuable leasehold property, Nos. 303, 311, 313, 315, 317, 319, 321, 323, 325, 327, 329, 331, 333, 335, 337, 339, 341, 343, 345, 347, 349, 351, 353, 355, 357, 359, 361, 363, 365, 367, 369, 371, 373, 375, 377, 379, 381, 383, 385, 387, 389, 391, 393, 395, 397, 399, 401, 403, 405, 407, 409, 411, 413, 415, 417, 419, 421, 423, 425, 427, 429, 431, 433, 435, 437, 439, 441, 443, 445, 447, 449, 451, 453, 455, 457, 459, 461, 463, 465, 467, 469, 471, 473, 475, 477, 479, 481, 483, 485, 487, 489, 491, 493, 495, 497, 499, 501, 503, 505, 507, 509, 511, 513, 515, 517, 519, 521, 523, 525, 527, 529, 531, 533, 535, 537, 539, 541, 543, 545, 547, 549, 551, 553, 555, 557, 559, 561, 563, 565, 567, 569, 571, 573, 575, 577, 579, 581, 583, 585, 587, 589, 591, 593, 595, 597, 599, 601, 603, 605, 607, 609, 611, 613, 615, 617, 619, 621, 623, 625, 627, 629, 631, 633, 635, 637, 639, 641, 643, 645, 647, 649, 651, 653, 655, 657, 659, 661, 663, 665, 667, 669, 671, 673, 675, 677, 679, 681, 683, 685, 687, 689, 691, 693, 695, 697, 699, 701, 703, 705, 707, 709, 711, 713, 715, 717, 719, 721, 723, 725, 727, 729, 731, 733, 735, 737, 739, 741, 743, 745, 747, 749, 751, 753, 755, 757, 759, 761, 763, 765, 767, 769, 771, 773, 775, 777, 779, 781, 783, 785, 787, 789, 791, 793, 795, 797, 799, 801, 803, 805, 807, 809, 811, 813, 815, 817, 819, 821, 823, 825, 827, 829, 831, 833, 835, 837, 839, 841, 843, 845, 847, 849, 851, 853, 855, 857, 859, 861, 863, 865, 867, 869, 871, 873, 875, 877, 879, 881, 883, 885, 887, 889, 891, 893, 895, 897, 899, 901, 903, 905, 907, 909, 911, 913, 915, 917, 919, 921, 923, 925, 927, 929, 931, 933, 935, 937, 939, 941, 943, 945, 947, 949, 951, 953, 955, 957, 959, 961, 963, 965, 967, 969, 971, 973, 975, 977, 979, 981, 983, 985, 987, 989, 991, 993, 995, 997, 999, 1001, 1003, 1005, 1007, 1009, 1011, 1013, 1015, 1017, 1019, 1021, 1023, 1025, 1027, 1029, 1031, 1033, 1035, 1037, 1039, 1041, 1043, 1045, 1047, 1049, 1051, 1053, 1055, 1057, 1059, 1061, 1063, 1065, 1067, 1069, 1071, 1073, 1075, 1077, 1079, 1081, 1083, 1085, 1087, 1089, 1091, 1093, 1095, 1097, 1099, 1101, 1103, 1105, 1107, 1109, 1111, 1113, 1115, 1117, 1119, 1121, 1123, 1125, 1127, 1129, 1131, 1133, 1135, 1137, 1139, 1141, 1143, 1145, 1147, 1149, 1151, 1153, 1











## Intimation.

Powell's

ALEXANDRA  
BUILDINGS.

This Week.

SPECIAL  
SHOW DAYSLatest  
Summer  
Fashions.SMART  
MODELS  
IN  
BLOUSES.NOVEL  
STYLES  
IN  
LACE GOODS.NEW  
DESIGNS  
IN  
LADIES' BELTS.LATEST  
CREATIONS  
IN  
MILLINERY.WM. POWELL,  
LTD.,  
HONGKONG.

Hongkong, 13th July, 1907.

## Intimations.

THE TRADE MARKS ORDINANCE,  
1898.APPLICATION FOR REGISTRATION OF  
TRADE MARKS.NOTICE is hereby given that FER-  
DINAND BORNE-MANN, of Victoria,  
Hongkong, Merchant, has, on the 22nd day of  
March, 1907, applied for the Registration, in  
Hongkong, in the Register of Trade Marks,  
of the following Trade Marks:—

- (1) A Lotus flower in a pond and the Chinese characters meaning "opening of flowers, wealth and rank."
- (2) A Japanese girl supposed to be dreaming about another girl depicted above in a sort of cloud.
- (3) Four boys and a fish.
- (4) Two boys carrying a flower pot and the Chinese characters meaning "wealth and rank picture."
- (5) Five boys in a room playing with fruits and Chinese words meaning "picture of five children."
- (6) Nine lotus flowers each supporting a red candle and Chinese characters meaning "nine lotus lamps."
- (7) Four Chinamen, one being a newly made Mandarin, and Chinese characters meaning "official rank raised to No. 1."
- (8) A Chinese writer who is singing and a phoenix by his song and Chinese characters meaning "To get up phoenix by singing."
- (9) A Chinese woman and horse.
- (10) A fighting scene known as the North Campaign and Chinese characters meaning "picture of a military force."
- (11) An execution scene and Chinese characters meaning "picture of a fierce girl."
- (12) A garden scene and Chinese characters meaning "Meeting in a flower garden."
- (13) A Taoist priest and Chinese characters meaning "A Taoist begging for medicine from a God."
- (14) The Queen of Winds and her suite and Chinese characters meaning "Birthday of the Empress."
- (15) Chinese pidgeon post and Chinese characters meaning "sending letter by a bird."

in the name of FERDINAND BORNE-MANN, who claims to be the sole proprietor thereof.

The Trade Marks have been used by the Applicant in respect of the following goods:—

COTTON PIECE GOODS OF ALL KINDS.

IN CLASS 24.

Facsimiles of the Trade Marks can be seen at the Office of the Colonial Secretary of Hongkong.

Dated the 13th day of May, 1907.

DENNIS & BOWLEY,  
Solicitors for the Applicant.THE TRADE MARKS ORDINANCE,  
1898.APPLICATION FOR REGISTRATION OF  
TRADE MARK.NOTICE is hereby given that the HOK-  
KAIDO TANKO KISEN KAISHA, of Sapporo,  
Dori, Mororan, in the County of Mororan in  
the Island of Hokkaido, in the Empire of  
Japan, Coal Merchants, have, on the 21st day  
of May, 1907, applied for the Registration, in  
Hongkong, in the Register of Trade Marks,  
of the following Trade Mark:—

The distinctive device of a peculiar five-pointed star with a circular hole in the centre within a circle and the words "Hokkaido Tanko Kisen Kaisha" between the said circle and two outer circles.

in the name of the HOKKAIDO TANKO KISEN KAISHA, who claim to be the sole proprietors thereof.

The Trade Mark has been used by the Applicant in respect of Coal, in Class 4.

A facsimile of such Trade Mark can be seen at the Office of the Colonial Secretary of Hongkong, and also at the Office of the Undersigned.

Dated the 12th day of June, 1907.

WILKINSON & GRIST,  
Solicitors for the Applicant.PEAK TRAMWAYS COMPANY,  
LIMITED.

TIME TABLE.

WEEK DAYS.

7.00 a.m. to 9.30 a.m. Every 10 minutes.  
9.30 a.m. to 11.00 a.m. Every 15 minutes.  
11.30 a.m. to 12.45 p.m. Every 15 minutes.  
12.45 p.m. to 1.15 p.m. Every 15 minutes.  
1.15 p.m. to 1.45 p.m. Every 15 minutes.  
1.45 p.m. to 2.15 p.m. Every 15 minutes.  
2.15 p.m. to 3.00 p.m. Every 15 minutes.  
3.00 p.m. to 5.00 p.m. Every 15 minutes.  
5.00 p.m. to 8.00 p.m. Every 10 minutes.

NIGHT CARS.

8.45 p.m. and 9 p.m. 9.45 p.m. to 11.15 p.m. every half hour.

SUNDAYS.

8.00 a.m. to 9.00 a.m. Every 15 minutes.  
9.00 a.m. to 10.30 a.m. Every 30 minutes.  
10.30 a.m. to 11.00 a.m. Every 15 minutes.  
11.45 a.m. to 12.00 noon. Every 15 minutes.  
12.00 noon to 1.00 p.m. Every 15 minutes.  
1.00 p.m. to 5.00 p.m. Every 15 minutes.  
5.00 p.m. to 6.00 p.m. Every 15 minutes.  
6.00 p.m. to 7.00 p.m. Every 15 minutes.  
7.00 p.m. to 8.00 p.m. Every 10 minutes.

NIGHT CARS as on Week Days.

SATURDAYS.

Extra cars at 3.15 p.m., 11.30 p.m. and 11.45 p.m.

SPECIAL CARS by Arrangement at the Company's Office, ALEXANDRA BUILDING, Des Voeux Road Central.

JOHN D. HUMPHREYS & SON,  
General Managers.

Hongkong, 4th June, 1907.

COLD STORAGE.

THE HONGKONG ICE COMPANY,  
LTD., have now 40,000 Cubic feet of  
COLD STORAGE available at EAST POINT.  
Stores will be open at 10 a.m. and 4 p.m.  
daily, Sunday excepted, to receive and deliver  
perishable goods.WM. PARLANE,  
Manager.

Hongkong, 22nd June, 1907.

## Public Companies.

THE HONGKONG LAND INVESTMENT  
AND AGENCY COMPANY, LTD.AN INTERIM DIVIDEND OF \$3.50 per  
Share for the Six Months ending 30th  
June, 1907, will be payable on the 15th  
instant, on which date Dividend Warrants may be  
obtained on application at the Company's  
Office.The TRANSFER BOOKS of the Company  
will be CLOSED on TUESDAY, the 16th  
instant, to THURSDAY, the 25th instant,  
(both days inclusive).By Order of the Board of Directors,  
A. SHELTON HOOPER,  
Secretary.

Hongkong, 9th July, 1907.

THE WEST POINT BUILDING  
COMPANY, LIMITED.AN INTERIM DIVIDEND OF DOLLARS  
TWO per share for the Six Months  
ending 30th June, 1907, will be payable on the  
15th instant, on which date Dividend Warrants  
may be obtained on application at the Company's  
Office.The TRANSFER BOOKS of the Company  
will be CLOSED on THURSDAY, the 18th  
instant, to MONDAY, the 25th instant (both  
days inclusive).By Order of the Board of Directors,  
A. SHELTON HOOPER,  
Secretary to the Hongkong Land Invest-  
ment and Agency Co., Ltd.,  
General Agents for the West Point Build-  
ing Co., Ltd.

Hongkong, 11th July, 1907.

## Notice of Firm.

## NOTICE.

NOTICE is hereby given that, owing to the  
INCREASE of the Business of Messrs.  
H. PRICE & CO., WINE MERCHANTS of  
No. 12, Queen's Road Central, Hongkong, the  
business has been formed into a Company with  
limited liability under the name and style of  
Messrs. H. PRICE & CO., LIMITED, with  
Mr. A. E. ROBINSON as its Manager.All Debts due to, and owing by, the late  
firm, will be received, and paid, by Messrs. H.  
PRICE & CO., LTD.H. PRICE & CO., LTD.  
H. PRICE & CO.

Hongkong, 1st July, 1907.

## For Sale.

## FOR SALE.

TWO VERY VALUABLE PIECES OF  
LANDED PROPERTY situate at  
CANTON near the Hongkong, Canton and  
Macao Steamboat Company's wharf and facing  
the river. Title Deeds can be seen at the  
office of the undersigned.For further particulars, apply to—  
GOLDING and BARLOW,  
Solicitors.10, Queen's Road Central,  
Hongkong, 22nd May, 1907.F. BLACKHEAD & CO.,  
SHIP-CHANDLERS, SAILMAKERS,  
COAL AND PROVISION MERCHANTS,  
NAVAL CONTRACTORS  
AND GENERAL COMMISSION  
AGENTS.GROUND FLOOR,  
ST. GEORGE'S BUILDING,  
HONGKONG.

SOAP AND SODA MANUFACTURERS.

SOLE AGENTS FOR  
HARTMANN'S RAHTJENS' GENUINE  
COMPOSITION RED HAND  
BRAND, HARTMANN'S GREY PAINT,  
DAIMLER'S PATENT MOTOR  
LAUNCHES.

&amp;c., &amp;c., &amp;c.

Sole Agents for  
FERGUSON'S SPECIAL CREAM  
and  
P. & O. SPECIAL LIQUOR SCOTCH  
WHISKY, &c.EVERY KIND OF  
SHIP'S STORES AND REQUISITES  
ALWAYS IN STOCK  
AT  
REASONABLE PRICES.

Hongkong, 7th March, 1907.

THE HONGKONG  
STUDIOHIGHER CLASS PHOTOGRAPHER,  
41 & 43, QUEEN'S ROAD CENTRAL,  
TOP FLOOR.PORTRAITS, GROUPS and ENLAR-  
GING and COPYING in all Sizes.LARGE SELECTION OF VIEWS ALWAYS  
ON HAND.

PRICE VERY MODERATE.

Hongkong, 14th September, 1907.

THE HONGKONG  
STUDIOHIGHER CLASS PHOTOGRAPHER,  
41 & 43, QUEEN'S ROAD CENTRAL,  
TOP FLOOR.PORTRAITS, GROUPS and ENLAR-  
GING and COPYING in all Sizes.LARGE SELECTION OF VIEWS ALWAYS  
ON HAND.

PRICE VERY MODERATE.

Hongkong, 14th September, 1907.

THE HONGKONG  
STUDIOHIGHER CLASS PHOTOGRAPHER,  
41 & 43, QUEEN'S ROAD CENTRAL,  
TOP FLOOR.PORTRAITS, GROUPS and ENLAR-  
GING and COPYING in all Sizes.LARGE SELECTION OF VIEWS ALWAYS  
ON HAND.

PRICE VERY MODERATE.

Hongkong, 14th September, 1907.

THE HONGKONG  
STUDIOHIGHER CLASS PHOTOGRAPHER,  
41 & 43, QUEEN'S ROAD CENTRAL,  
TOP FLOOR.PORTRAITS, GROUPS and ENLAR-  
GING and COPYING in all Sizes.LARGE SELECTION OF VIEWS ALWAYS  
ON HAND.

PRICE VERY MODERATE.

Hongkong, 14th September, 1907.

THE HONGKONG  
STUDIOHIGHER CLASS PHOTOGRAPHER,  
41 & 43, QUEEN'S ROAD CENTRAL,  
TOP FLOOR.PORTRAITS, GROUPS and ENLAR-  
GING and COPYING in all Sizes.LARGE SELECTION OF VIEWS ALWAYS  
ON HAND.

PRICE VERY MODERATE.

Hongkong, 14th September, 1907.

## JAPAN AND KOREA.

## THE ASSASSINATION PLOT IN SEOUL.

According to further particulars to hand of  
the incident at the reception given to Prince  
Pak Yong-ho in Seoul, it appears that there  
were scores of members of the anti-Japanese  
party present at the reception who were parties  
to the plot to assassinate Prince Pak.When the Prince received his invitation to  
the reception someone gave him secret infor-  
mation that his opponent had plotted against  
his life. In consequence of this warning  
the Prince entered the Kanjo Hospital  
the night before the reception was to take place,  
under the pretence of illness, and sent his  
representative to the reception. In his stead,  
with the result stated in our columns yesterday,  
says the *Japan Chronicle*.The would-be assassin was a leader of the  
Self-Help Society, a Co-servative Association  
formed early last year. About last autumn the  
Yokohama Christian Association became as-  
sociated with the Co-servative Society against  
the Japanese. Some of the members obtained  
important positions in the Government service,  
and at one time the Society had some ascen-  
dancy over the Il-chin Hoi, a pro-Japanese  
party. Upon the formation of the present  
Cabinet, however, the Society lost power, and  
began to entertain hatred and animosity against  
the Il-chin Hoi. By his self-murder, the would-  
be assassin has exposed the feeling of the  
Society. It is stated that he was the head of  
the Chemulpo branch.The wounded man died at the Red Cross  
Hospital in the evening of the same day  
(Sunday). From a letter which was found  
on him it is evident that he had  
framed a plot to murder the leaders of the  
Il-chin Hoi and of the pro-Japanese parties.  
In this letter he had declared that he was  
going to die an honourable death for the sake  
of his country, and set a good example to his  
fellow countrymen. "Those who mistook the  
country should be killed at a blow. If he failed  
in his attempt he would shoot himself with  
a revolver. It was against the truth of heaven  
for one to murder others and live; therefore  
he would murder all the disloyal and then die  
himself. The dead body of a patriot was  
powerful. If ten patriots sacrificed their lives  
for the country, the Korean autonomy could be  
restored. He died an honourable death, and  
others should follow his example."

## "HOOLIGANISM" IN KOBE.

## POLICE ACTIVITY.

## WHOLESALE ARRESTS.

As a result of the numerous complaints made  
of late in Kobe of persons being assaulted or  
robbed in the streets, the police have been  
actively engaged during the past three or four  
weeks in tracing and arresting persons of  
suspicious character. During last week alone  
150 arrests were made, including a large num-  
ber of lads and so-called "students." Of these  
prisoners have been handed over to the  
Public Prosecutor, the remainder being liberat-  
ed after a short detention at the police-station.It is to be hoped that the loafers and weak-  
minded "students" who have been a source  
both of danger and annoyance to the public by  
their behaviour of late will take warning from  
this experience, bearing in mind the fact that  
if re-arrested they will not get off so lightly.  
Some days ago a young man named Has-  
himoto Fukeichi, aged 19, residing at No. 24,  
Ninomiyi-cho, 2-chome, was arrested by the  
police. During the examination of prisoner it  
transpired that since April last he had on four  
occasions attempted to assault young women  
in the neighbourhood of Yamamoto-dori, 1-  
chome and 2-chome.Hashimoto was formerly a student at the  
Kwansei Gakuin, but was expelled in July of  
last year owing to his manner of living. Since  
that time, it is stated, he has attended no  
school nor done any work, his time having  
apparently been spent in prowling about the  
streets. It is understood by the police that  
many other assaults—other than the four which  
are known—have been committed by the pri-  
soner, who is still under examination.We learn that the Kobe police authorities  
have a number of men on special duty in con-  
nection with the suppression of "hooliganism" in  
the city, and that the police are making  
every effort to deal with the difficult task they  
have to undertake is evident from the number  
of arrests made of suspicious persons during  
one week. *Japan Chronicle*.

## THE WEATHER.

The following report is from Mr. F. G. Figg,  
Director of the Hongkong Observatory:—On the 13th at 11.4 a.m.—The barometer has  
risen considerably over E. Japan and a slight  
rise of the mercury has taken place, also, over  
the China coast and the Philippines.Pressure is highest over the Pacific to the E.  
of Japan, with lower pressure over Central  
China. Departures from the normal are small in  
amount generally.Moderate variable winds are likely to prevail  
in the Formosa Channel, and light S. monsoon  
over the N. part of the China Sea.Hongkong rainfall for the 24 hours ending  
at 10 a.m. to-day, 0.02 inch.

## FORECAST.

1.—Hongkong and neighbourhood, S.W.  
winds, light or moderate, fair.2.—Formosa Channel, variable winds,  
moderate.3.—South coast of China between Hongkong  
and Lamock, same as No. 1.4.—South coast of China between Hongkong  
and Hainan, same as No. 1.

## NOTICE.

THE Public are hereby informed that no  
change has been made in the Rates of  
Subscription to the *Hongkong Telegraph* and  
they are warned against paying more than  
the Rates (10 pence) per Single Copy.THE MANAGER,  
Hongkong Telegraph Co., Ltd.

Hongkong, 14th September, 1907.

## Intimation.

## THE TRUTH ALWAYS.

"When you are in doubt tell the truth." It  
was an experienced old diplomat who said this  
to a beginner in the work. It may pass in some  
things, but not in business. Fraud and decep-  
tion are often profitable so long as concealed;  
yet detection is certain sooner or later; then  
comes the smash-up and the punishment. The  
best and safest way is to tell the truth all the  
time. Thus you make friends that stick by you,  
and a reputation that is always worth twenty  
shillings to the pound everywhere your goods  
are offered for sale. We are able modestly to  
affirm, that it is on this basis that the world-  
wide popularity of

## WAMPOL'S PREPARATION

rests. The people have discovered that this  
medicine is exactly what it is said to be, and  
that it does what we have always declared it  
will do. Its nature also has been frankly made  
known. It is palatable as honey and contains  
all the nutritive and curative properties of Pure  
Cod Liver Oil, extracted by us from fresh cod  
livers, combined with the Compound Syrup of  
Hypophosphites and the Extracts of Malt and  
Wild Cherry. A combination of supreme  
excellence and medicinal merit. Nothing has  
been so successful in Anemia, Scrofula, Bron-  
chitis, Influenza, Loss of Flesh and Wasting  
Diseases, Weakness and Low Nervous Tone,  
and all complaints caused by Impure Blood.  
Dr. Austin D. Irvine, of Canada, says: "I  
have used it in cases where cod liver oil  
was indicated but could not be taken by the  
patient, and the results following were very  
gratifying." It is effective from the first dose  
and agrees with the most sensitive and nervous  
stomachs. It cannot deceive or disappoint you,  
and comes to the rescue of those who have  
received no benefit from any other treatment.  
It stands for the medicinal triumphs of the age.  
"Watch carefully against imitations." Sold by  
chemists throughout the world.

## Consignees.

## S.S. "TONKIN."

COMPAGNIE DES MESSAGERIES  
MARITIMES.

## NOTICE TO CONSIGNEES.

CONSIGNEES of Cargo from London ex  
s.s. *Dordogne* and *Malapan* from Havre  
ex s.s. *Matapan*, and from Bordeaux ex s.s.  
*Le President Leroy Lallier*, in connection  
with above Steamer, are hereby informed  
that their Goods, with the exception of Opium,  
Treasure and Valuables are being landed and  
stored at their risk into the hazardous and/or  
extra hazardous Godowns of the Hongkong and  
Kowloon Wharf and Godown Co., Limited, at  
Kowloon, whence delivery may be obtained  
immediately after landing.Optional Cargo will be forwarded on unless  
intimation is received from the Consignees  
before Noon TO-DAY, requesting it to be  
landed here.Bills of Lading will be countersigned by the  
Undersigned, Goods remaining unclaimed after  
MONDAY, the 15th July, at Noon, will be  
subject to rent and landing charges.All claims must be sent in to me on or before  
the 15th July, or they will not be recognized.  
All damaged packages will be examined on  
MONDAY, the 15th July, at 3 P.M.

No Fire Insurance has been effected.

G. DE CHAMPEAUX,  
Agent.

Hongkong, 8th July, 1907.

## NOTICE TO CONSIGNEES.

THE P. &amp; O. S. N. Co.'s Steamer

"SIMLA."

FROM ANTWERP, LONDON, MALTA,  
PORT SAID, SUEZ AND STRAITS.Consignees of Cargo by the above-named  
vessel are hereby informed that their Goods are  
being landed and placed at their risk in the  
Hazardous and/or extra hazardous Godowns of  
the Hongkong and Kowloon Wharf and Godown  
Company's Godowns at Kowloon, where each  
consignment will be sorted out Mark by Mark,  
and delivery can be obtained as soon as the  
Goods are landed.Optional Goods will be landed here unless  
instructions are given to the contrary before  
6 hours.Goods not cleared by the 14th inst., at  
4 P.M., will be subject to rent.No Fire Insurance will be effected by me in  
any case whatever.Damaged Packages must be left in the  
Godowns for examination by the Consignees  
and the Company's representative at an ap-  
pointed hour.All claims must be presented within ten days  
of the steamer's arrival here after which date  
they cannot be recognized.No claims will be admitted after the Goods  
have left the Godowns.E. A. HEWETT,  
Superintendent.

Hongkong, 8th July, 1907.

## HAMBURG-AMERIKA LINIE.

THE H. A. L. Steamship

"AMBRIA."

Captain Schwingbamer, having arrived, Con-  
signees of Cargo are hereby requested to send  
in their Bills of Lading for countersignature by  
the Undersigned and to take immediate de-  
livery of their goods from alongside.Optional Cargo will be forwarded unless  
notice to the contrary be given before TO-  
DAY.Any Cargo impeding her discharge will be  
landed into the hazardous and/or extra hazard-  
ous Godowns of the Hongkong and Kowloon  
Wharf and Godown Co., Limited, and stored at Con-  
signees' risk and expense.All Claims must be presented within ten  
days of the steamer's arrival here after which  
date they cannot be recognized.No Claims will be admitted after the Goods  
have left the Godowns, and all Goods remain-  
ing undelivered after the 15th inst., will be  
subject to rent.All broken, chafed, and damaged Goods are  
to be left in the Godowns, where they will be  
examined on the 15th inst., at 3 P.M.

No Fire Insurance has been effected.

HAMBURG-AMERIKA LINIE,  
Hongkong Office.

Hongkong, 8th July, 1907.

## Consignees.

## "BEN" LINE OF STEAMERS.

## NOTICE TO CONSIGNEES.

S.S. "BENVOELICH"  
FROM ANTWERP, LONDON AND  
STRAITS.CONSIGNEES of Cargo are hereby  
informed that all Goods are being landed  
at their risk into the hazardous and/or extra  
hazardous Godowns of the Hongkong and  
Kowloon Wharf and Godown Co., Ltd.,  
whence and/or from the wharves delivery  
may be obtained.No Claims will be admitted after the Goods  
have left the Godowns, and all Goods remain-  
ing undelivered after the 16th instant, will be  
subject to rent.All Claims against the Steamer must be pre-  
sented to the Undersigned on or before the  
23rd instant, or they will not be recognized.All broken, chafed, and damaged Goods are  
to be left in the Godowns, where they will be  
examined on the 16th instant, at 11 A.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

GIBB, LIVINGSTON & Co.,  
Agents.

Hongkong, 9th July, 1907.

## NOTICE TO CONSIGNEES.

THE P. &amp; O. S. N. Co.'s Steamer

"DELHI."

FROM BOMBAY, COLOMBO AND  
STRAITS.Consignees of Cargo by the above-named  
vessel are hereby informed that their Goods  
are being landed and placed at their risk in the  
Hazardous and/or extra hazardous Godowns of  
the Hongkong and Kowloon Wharf and Godown  
Company's Godowns at Kowloon, where each  
consignment will be sorted out Mark by  
mark, and delivery



## Intimation.

A. S. WATSON & CO.,  
LIMITED.

WINE AND SPIRIT MERCHANTS.

ESTABLISHED A.D. 1841

## CLARET.

	PER CASE.	PER DOZ.
ST. ESTEPHE	7.50	8.50
ST. JULIEN	9.00	10.00
LA ROSE	12.00	13.00
CHATEAU HAUT BRION	18.00	20.00
LARRIVET	22.00	24.00
CHATEAU MOUTON	25.00	28.00
D'ARMAILHACQ	25.00	28.00
CHATEAU PONTET	25.00	28.00
CARNET	30.00	32.00
CHATEAU LA TOUR	30.00	32.00
CARNET	44.00	48.00
CHATEAU LAUZAN	50.00	55.00
CHATEAU LAFITE	50.00	55.00

OUR CLARETS, including the lowest priced, are of exceptional value, and guaranteed to be the genuine product of the juice of the grape.

CLARETS from the celebrated Chateaux above mentioned are too well known to connoisseurs to need comment, and we can confidently recommend them as mature and in fine condition.

A. S. WATSON & CO.,  
LIMITED.

ALEXANDRA BUILDINGS.

Hongkong, 11th June, 1907.

## The Hongkong Telegraph

HONGKONG, SATURDAY, JULY 13, 1907.

## THE HEALTH OF HONGKONG.

Few reports issued by the several public departments in Hongkong cover such a variety of interests as that which appears in the latest issue of the *Government Gazette* under the signatures of Dr. J. M. Atkinson, P.C.M.D., and Dr. Francis Clark, M.O.H. It deals generally with reports on the health and sanitary condition of Hongkong for 1906, and comprehends official statements from the Superintendent of the Government Civil Hospital, and of the Victoria Hospital, on lunatic asylums and the gaol hospital, on the health of the railway employees, on bacteriological investigations, and indeed, on everything relating to the health of the Colony. In these circumstances, it is manifestly impossible to do more than broach some of the principal subjects which are taken under discussion by the Medical Officers, and to hint, rather than to enter into details, at the interesting information set forth in the series of reports in question. During the past year there were 1028 births among the Chinese community and 293 among the non-Chinese, a total of 1321 altogether. It is stated, however, that the number of Chinese births registered does not give an accurate record of the number of births which have occurred. Owing to the custom of the Chinese in not registering births unless the child has survived for a month and often in the case of female children not at all, it is probable that the majority if not all of the infants which are sickly at birth or die before they have lived a month have not had their births registered. It is customary, therefore, to assume that all children of one month old and under who die in the various convents (being brought there sick by poor people) and all children found dead in the streets, harbour, hillside, etc., by the police, have been born in the Colony but not registered. By adding the number of such children to the number of the registered births a corrected number of births is obtained and from this is calculated a corrected birth rate. The number of such children in 1906 was 267 males and 316 females, total 583, which being added to the registered births, makes a total of 1,904. The preponderance of male over female registered births is very marked amongst the Chinese, there being 199 males to 100 females. Even with the 583 above mentioned unregistered births the proportion is 144 males to 100 females. The deaths registered during the year numbered 8,379, or 25.06 per thousand, but that figure includes the loss of life in the typhoon of September and the influenza epidemic which occurred through the burn-

ing of the *Hankow*, the exact results of which will never be known. But taking these figures for what they are worth it appears that the death-rate among non-Chinese has dwindled from 20.50 in 1903 to 14.02 per thousand last year, which is extremely satisfactory. Unfortunately, the statistics for the Chinese community are by no means so bright, for the death-rate per thousand has risen from 23.77 in 1903 to 26.41 in 1906. Referring to the high case-mortality recorded at the Tung Wah Hospital, the compilers observe that the "Hospital is a purely Chinese institution, maintained by voluntary contributions, and supervised only by a Government medical officer. The reason, however, for the high case-mortality at this Hospital does not lie altogether in the treatment of the patients, but in the fact that the Hospital is regarded by the Chinese more as a "home for the dying" than as an institution for the treatment of the sick. Consequently, the great majority of the cases of malaria that are admitted thereto are in a moribund condition, and so near to death that even the hypodermic administration of quinine is of no avail. Could we educate the Chinese to seek medical aid on the first onset of the symptoms of fever, and could we at the same time educate the many Chinese herbalists and native doctors who ply their calling in this Colony, in the efficacy of quinine, many lives would undoubtedly be saved which are now sacrificed to ignorance and indifference. It had been hoped that malarial fever was in a fair way to being expelled from the Colony, after the reports of the immediately preceding five years, but the total number of deaths which occurred from malaria last year was higher than any since 1897, when the figure was placed at 554, whereas last year it was 448 as compared with 287 in 1905, 301 in 1904 and 300 in 1903. Coming to the question of dwelling houses in the Colony, it is stated that the number of dwellings in Hongkong reaches the respectable total of 8,503 and these contain 25,296 floors. The average number of persons residing in the dwellings was 20.4 and on each floor 6.90. During the year, the sanitary officers made 1,393 night visits with the object of discovering whether the tenants were keeping within the law in respect of overcrowding. In 566 cases they found that the total number of persons occupying the floors exceeded the allowed and doubtless the usual prosecutions followed. We may have an opportunity on a future occasion of referring to the minor statements incorporated in the main report, but we have, we fancy, given enough to prove the extremely engrossing nature of the document as a whole.

## LOCAL AND GENERAL.

PROCLAMATION No. 1 of 1907, declaring Bangkok to be a port or place where an infectious or contagious disease prevails is rescinded.

TO-MORROW, Sunday, July 14th, being the French National Fête, the Consul for France will be pleased to receive at his office, Prince's Buildings, the persons who might wish to call on this occasion.

A MEETING of the Board of Directors of the Japan Cotton Company, of Osaka, adopted a proposal to declare a dividend for the half-year just closed at the rate of 12 per cent. per annum. A proposal to establish a branch office at Bombay for the purpose of facilitating the purchase of Indian cotton was also agreed to.

CHAN SUN, a fireman, living in Th Rd Street, was charged before Mr. F. A. Hazeland, at the Police Court, this morning, with the larceny of a pair of shoes from a shop at Bonham Strand, yesterday. Accused made no attempt to refute the charge. According to Su Chia, a salesman, accused boldly walked into the shop, opened the show-case, took out the pair of shoes and proceeded to leave the premises. His Worship sent him to gaol for one month and ordered him to sit in the stocks for four hours.

A STREET-coolie was sent to the Government Civil Hospital yesterday afternoon by the police, at No. 2 Station, suffering from injuries about the head, the result of being knocked down by an electric tramcar. The accident occurred at about four o'clock, on the Praya East. At the time of the mishap, the coolie was running behind an eastbound car. When the corner of Albany Street was reached, the man made an attempt to cross the road and was struck by a westbound car, which was travelling at a fairly fast rate. He was picked up unconscious and removed to the police station, where he was temporarily treated before being sent to hospital.

AFTER careful inquiries into the report made at No. 2 Police Station some days ago by the caretaker of a conservancy flat, to the effect that four men—the former crew—had returned to the boat on Monday afternoon last and set fire to it, after having bound him to the mast, Inspector Gourlay is now firmly of opinion that the report was a bogus one. It appeared that the caretaker was engaged to attend to work on the boat until such time as a proper crew could be engaged. On Monday forenoon he went ashore, leaving a fire burning brightly in the stove. During his absence the stove was overturned and the stern of the boat was set on fire. In order to save himself the report to the police was made. It is reported that the caretaker cannot be found in the Colony and it is believed he absconded soon after making the report.

CANTON-HANKOW  
RAILWAY.

## THE MASS MEETING.

FORMATION OF "THE KWANGTUNG  
BANK."

CANTON-MACAO RAILWAY.

[From Our Own Correspondent.]

Canton, 12th July.  
The much-talked-of mass meeting for the election of a board of directors of the Canton-Hankow Railway Company took place at the Company's office yesterday. There were present some eight hundred shareholders together with the Provincial Judge, Kung Sum Tsam, who presided over the meeting, the two Magistrates of Namhoi and Panyu, the Police officials, the Brigadier-General of Kwangchow and the representatives of the different railway companies throughout the Empire, and many others. At 7 a.m. the Provincial Judge with the other officials arrived at the Company's office with several hundred troops and posted them along the Po Wah Fong Street, in which the Company's office is situated, for protection purposes in case of emergency. No other persons were allowed to pass through this street except those who could produce admission tickets and prove that they were going to take part at the meeting. From 9 o'clock in the morning, ballot commenced to be taken, and votes were cast in the ballot boxes, which were not opened until noon, when all the shareholders who had applied for admission tickets were present. A gun was fired to announce the opening of the ballot boxes, and the votes were taken out one by one by Mr. Ha Yang-sang, who passed them on to the Provincial Judge, who in turn handed them to another person, who read out the name of the nominee. As one ballot was opened, the name of the person nominated was at once recorded and his name posted on the wall, whilst the original ballot papers were again put into other boxes which were afterwards sealed up by the Provincial Judge himself. The counting of the votes could not be completed until about seven o'clock in the evening.

Mr. Lo Po-shun, formerly member of the late board of directors of the Company, secured 306 votes with shares amounting to 755,200; Mr. Wong Shiu-ping, formerly vice-president of the Company, secured 460 votes with shares amounting to 646,900; Sir Chuntung Liang Cheng 142 votes with shares amounting to 556,300; Mr. Li King-fun 147 votes with shares amounting to 366,300; H. E. Chang Patsze 155 votes with shares amounting to 326,900; etc.

Mr. Lo Po-shun thus having secured the greatest number of votes was therefore elected President; and Mr. Wong Shiu-ping, being second in the number of votes, was thus appointed Vice-President, whilst the rest will be appointed to the board of directors.

The Provincial Judge first made a speech before the meeting, and all those present were quite orderly, and the meeting passed off without any hitch, and quite quietly. After the meeting the Provincial Judge drafted two telegrams, one to be sent to the Ministry of Communications and Posts at Peking, the other to Shanghai to H. F. Viceroy Shun, reporting the result of the meeting. It was a little after ten o'clock when the Judge left the office. The Judge will again proceed to the Company's Office this morning, to check the ballot papers.

Before the ballots were opened, a group photograph was taken of all those present. Two large flags were hoisted over the door of the office and excellent accommodation was provided for all shareholders as well as all representatives of the Press and others.

Now as the difficulty and trouble of the company have been settled by this mass meeting, for the election of the board of directors, which passed off far more quietly and harmoniously than anticipated, it is to be hoped that the working of the Company will be in future carried on in a satisfactory manner.

## A RAILWAY BANK.

In reference to the meeting of the Canton-Hankow Railway Company held at the Company's Office on the 10th instant, with regard to the opening of a railway bank in connection with the Company, the following resolutions were passed:—(1) That Mr. Lai Siu-chuk who holds 40,000 railway shares, and is the originator of the suggestion for the opening of the bank, and who has drawn up regulations governing it, be appointed Manager of the bank without further election. (2) That the Bank be styled "The Kwangtung Bank," without the addition of the word "Railway," as the railway is subject to be returned to the Government after a certain number of years, whilst the Bank is not. (3) That an attempt be made to get the agreement for the construction of the Canton-Macao Railway cancelled and the line be built with funds of this Company. (4) That twenty honorary members be selected from the different Charitable Institutions, etc., to help the Company's officials in their work, and be subject to change annually.

In addition to the above, another resolution was passed to the effect that the President and vice-president of the Company when elected are to hold office for a term of two years and may remain in office if found satisfactory.

## SHANGHAI DOCKS.

## A POOR DIVIDEND.

We are in receipt of the following communication from Messrs. F. S. Kadoorie & Co.:—"We are informed by telegraphic advices from Shanghai, that the Shanghai Dock and Engineering Co., Ltd., has declared a dividend of 14 1/2 per share for the year ending 30th April, 1907. The meeting is advertised to be held on the 30th instant and the transfer books of the Company will be closed from the 22nd instant."

## MARINE COURT.

## HARBOUR COLLISION.

At the Marine Court this morning, before Commander Bagill R. H. Taylor, R.N., Harbour Master and Marine Magistrate, an inquiry was held into the circumstances attending the collision between the unlicensed steam-launch *K. 4*, Lau Yuen, master, and the licensed steam launch *Cheung Lee*, Cheung Hoi, master, in the waters of the Colony, on the 2nd instant.

John Morillon, harbour engineer to the Dock Company, said he was leaving the *Japan* which was lying at the Apcar buoy in the *K. 4* launch. He left the starboard side, the ship being swung to ebb. After showing off he ported to turn round and go east. The *Cheung Lee* was coming from the west and came close round the bows of the *Japan*, and the two launches met nearly at right angles, the stems meeting. Witness heard a long blast on the whistle of his launch and then a short one. He could not say how the engines were being worked. Lai Yuen, coxswain of the launch *K. 4*, said on showing off from the *Japan* he gave a long blast on his whistle, because he was afraid the other launch would collide with his. He then went ahead and put his helm to port. On drawing ahead he saw the other launch ahead of the *Japan* on his port bow and he then gave another long blast. The *Cheung Lee* took no notice. Witness kept his engines going ahead and his helm astern. The *Cheung Lee* came on and struck witness's port bow.

Cheung Hoi, coxswain of the *Cheung Lee*, said he was on board his launch at the time of the collision, going from West Point to Tsing-tai-tai. He came along the Southern Fairway, and then crossed the bows of the *Japan*. He saw the *K. 4* when about 100 feet off. He then went full speed astern and gave a short blast.

His Worship said that no reliance could be placed on the witness's statements, as although he said he was going from West Point to Tsing-tai-tai, his direction being about E.N.E. he persisted in showing by the models that he was going N.W. The men were both to blame. The *K. 4* blew improper and misleading signals on her whistle, and failed to blow the signals laid down in the rules.

The *Cheung Lee* passed too close to the bows of the *Japan*, thereby making it impossible for her to keep clear of the *K. 4* as was her duty. Both coxswains' certificates were suspended for two months.

## FAILING TO REPORT.

At the instance of Mr. A. C. Botelho, chief clerk, Harbour Office, Lai Yuen, coxswain of the unlicensed launch *K. 4*, was charged with unlawfully failing to report to the Harbour Master the name and number on his certificate for registration within 48 hours of his engagement.

Defendant said he was only engaged for a few days as a substitute.

His Worship convicted and fined the accused \$5 or 14 days.

## WILFUL DISOBEDIENCE.

John Smith, quartermaster of the s.s. *Albatross*, was charged by Mr. Gerald Edwards, Bridge, first mate of the vessel, with disobeying the lawful commands of the master, and continuing wilful neglect of duty on board the steamer since the 1st inst., in this harbour.

Accused pleaded not guilty.

Prosecutor said he gave defendant leave from 8 p.m. to midnight last night, and the officer of the watch reported to him at 11.30 p.m. that defendant had returned from leave drunk, abusive and riotous. Witness went on deck and saw the accused, who was creating a great disturbance, keeping "all hands awake, and using abusive language to witness and everybody else. Defendant should have relieved the deck at midnight but he was unfit for duty, and another man had to take his watch. Witness hoisted the police signal, but by the time they came the man was quiet. Witness did not consider the defendant was fit for duty until 8 a.m. to-day, after he had slept it off.

Defendant said he came off at midnight to take his watch, and when he went into the quartermaster's cabin another quartermaster, Hodkins, told him not to make so much noise. He said he wasn't making any noise, and then the other man struck him. He was not allowed to keep his watch.

His Worship convicted, and fined him six days' pay.

THE incorporation of the Kanagafuchi and Japan Cotton and Silk Spinning Companies has been agreed upon, and a provisional agreement has been signed between the two companies. The agreement is to be submitted to special general meetings of the shareholders of both companies on the 21st instant.

LAM WONG, a shop coolie, employed by a firm carrying on business at 174, Queen's Road Central, was arrested yesterday afternoon in Jubilee Street for recklessly driving a truck and doing damage to Lo Cheung, a maid servant, residing in Gage Street. Lam and another coolie were in charge of the truck, which was loaded with merchandise. In attempting to descend the incline in Jubilee Street they lost control over the truck and it shot down the hill. Lo Cheung, who was leaving the market, after making some purchases, failed to get out of the road in time and was knocked down, one wheel of the truck passing over her foot. The truck continued on for a short distance and came to a standstill in the surface channel. The injured woman was sent to hospital. At the Police Court, this morning, Mr. Hazeland ordered the negligent truckman to give the woman \$10 compensation, which met the case.

## EYE DISEASES IN HONGKONG.

## REPORT BY DR. HARTSON.

Dr. G. M. Hartson, M.B., late clinical assistant, Royal London (Moorfields) Ophthalmic Hospital, reports on the ophthalmic department of the Tung Wah Hospital for last year as follows:—

In making my report with reference to the ophthalmic department of the Tung Wah Hospital I have in the first place to thank the Directors of this institution and through them Dr. J. H. Hawk, for their invariable courtesy and ready acquiescence in any suggestion of mine for the benefit of the patients.

The ophthalmic department, as mentioned in last year's report, was opened in December, 1905, and work has been continued uninterruptedly to the present date.

## HOURS OF ATTENDANCE.

Originally patients were seen on Thursdays from 5.00 p.m. At first patients were few in number but the growth of the department as soon as it became known amongst the Chinese was extraordinary. On more than one occasion as many as fifty patients were present.

Those who are acquainted with the time and trouble that have to be expended over each individual case to ensure accuracy of diagnosis and treatment will not be surprised to learn that often one could not leave the hospital till nearly 8.00 p.m. on these occasions. I must therefore take this opportunity of thanking Mr. Leung Chik Fan, Mr. Tan Tek Seng and others from the College of Medicine for Chinese, who have assisted me in the work.

I have now placed an extra day at the disposal of the hospital and attend on Mondays as well as Thursdays. The department is growing so fast that it might eventually be necessary to add still another day, though this would fall rather heavily on one who has a busy private practice to attend to as well.

## OBJECTS.

The objects of this department are twofold:—(1) The relief of the appalling amount of suffering from eye diseases existing amongst the Chinese.

(2) The practical training of Chinese students of medicine in this special subject to enable them more effectively to relieve their afflicted fellow countrymen.

## PREVALENCE OF EYE DISEASE IN HONGKONG.

With regard to the first of these objects, it has always been the opinion of oculists at home and on the Continent that Egypt was pre-eminently the country where eye diseases flourish most. A slight acquaintance with the Chinese calls for a modification of this opinion. The Egyptian Government has recently made most effectual use of the ravages of eye disease more especially with the infectious ophthalmias by instituting a system of travelling hospitals and these have been a great success.

In Hongkong these infectious ophthalmias are always extraordinarily prevalent. I may mention here that in 1905 I made a systematic examination of the eyes of the children in three of our large charitable institutions in Hongkong, the result was the astounding revelation that over 70% of the children were affected with trachoma. I considered it my duty to make a report on the subject to the Sanitary Board. The Board was interested but shrank from adding to its many labours. I can only add that should the Government, which at present is evincing such interest in Hygiene as far as school children are concerned, ever desire to deal with the subject my services if wished for will be, as far as the exigencies of private practice permit, at His Excellency's disposal.

The infectious ophthalmias have formed the bulk of eye diseases treated during the year.

This obtains at all eye hospitals but the relative proportion of those attending at the Tung Wah Hospital for these complaints is far higher than in the case at say the London Eye Hospital, not even excepting the Royal London (Moorfields) Ophthalmic Hospital which is on certain days inundated with immigrants dumped in East London.

## CAUSES OF BLINDNESS.

The main causes of blindness in the Chinese are trachoma and birth ophthalmia. It is pitiful to see the ravages of these diseases. In Hongkong of the two causes trachoma is the more frequent. I have now undertaken a Post Office employee (sent by Mr. L. A. M. Johnston) who in another two months would most certainly have lost his sight from old standing trachoma. This man was going about his work sowing the disease broadcast—every individual using the same towels or basin as this man would in all probability develop trachoma and if untreated would run a considerable risk of partial or total blindness. I mention this not as an alarmist (though it is high time somebody sounded the alarm in Hongkong) but merely to call attention to a state of affairs which would not be allowed to exist for a moment in England—where in fact children suffering from trachoma are sent to special schools and are not allowed to attend the ordinary schools.

We have then here in Hongkong a disease flourishing which causes in many cases (not in all but in the majority) partial blindness and sometimes total blindness.

This disease is preventable. His Majesty King Edward in another connection uttered the now famous words "If preventable why not prevented?" Further comment is unnecessary.

In a small way one has done what one can to check the spread and stamp out existing disease as far as the three charitable institutions before referred to are concerned and thanks in hearty and efficient co-operation one's efforts have been in the main successful.

## APPRECIATION.

The appreciation by the Chinese of the ophthalmic department is best shown by the following two facts:—A Chinese doctor at the hospital (i.e., employing Chinese methods) sent his daughter for treatment and another member of the Chinese Medical Staff came for treatment himself much to the delight of the other patients as soon as they discovered his identity.

## OPERATIVE.

Operative work has been of a varied character from cataract extraction to plastic surgery, the latter has greatly predominated. By far the commonest operations performed have been Scellens' and Hells' for entropion the result of trachoma.

In many of these cases the eyesight has only just been preserved in time—the number of those who attend too late for benefit is legionary. Attendance for operations has been as occasion demanded, the exigencies of private practice preclude one from appointing a regular day. The majority of operations have been performed under cocaine. Many operations for which a general anaesthetic is given at European eye hospitals can be quite successfully performed under local anaesthesia of the Chinese for their patience is only excelled by their gratitude for what one is able to do for them.

## NEED OF INSTRUMENTS.

I have been under the necessity of providing my own eye instruments—steriliser, douches, test lenses, &c. The hospital sadly needs an equipment of this nature and also the provision of a fund for supplying spectacles at cheap rates to the deserving poor. May I hope that this need will come to the ears of some obliging Chinese philanthropist? My labours would be greatly assisted if such were to come forward to help the ophthalmic department of what is undoubtedly the finest Chinese charitable institution in the Colony.

Finally let me refer briefly to the secondary object of the ophthalmic department.

## TRAINING OF CHINESE AS OPHTHALMIC SURGEONS.

Though secondary in importance to the immediate relief of the vast amount of suffering from eye disease, it has a remote importance in the relief of future sufferers.

The training of students of Western medicine in this special subject is of immense importance to the Chinese of Hongkong and to those Chinese who dwell perhaps only temporarily in our midst.

In the ophthalmic department of this hospital there is a wealth of clinical material from which to gain experience. I endeavour to make the work as practical as possible and give practical demonstrations, whenever opportunity offers, of the uses of the ophthalmoscope and of the only really accurate method of testing the sight and estimating errors of refraction, viz., by retinoscopy.

To enable me to give these demonstrations often I must have more helpers amongst the students. When I shall have sufficiently trained a certain number they will be able to deal with the commoner eye diseases and I shall then have more time to demonstrate the less common diseases which come for treatment and I shall be able to give more frequent demonstrations of the uses of the ophthalmoscope, retinoscopy and the fallacies of testing the eyesight with the test types alone as indulged in by self-styled "Expert sight-testing opticians."

In conclusion may I venture by pointing to the past to peer into a possible future? The Japanese have assimilated Western medicine and improved on it—may not the Chinese do likewise?

It would indeed be a proud moment for Hongkong could it evolve the first Chinese ophthalmic surgeon—trained by Western methods!

## CAPE COLLINSON LIGHT.

## PROPOSED ALTERATION.

On and after the 1st October, 1907, Cape Collinson Light will be 3rd order, occulting, visible 16 miles.

The new light, will be exhibited from the existing tower, will show white and red between the same bearings as at present, and will be occulted for 3 seconds every 10 seconds.

During the work of alteration, the existing fixed light will be exhibited from a platform erected alongside the tower, at the same elevation as at present.

LEUNG KAI FONG, a passenger on board the steamer *Pulitaka*, which arrived here at three o'clock this morning from Canton, received a great surprise when, on making preparations to leave the ship, he discovered that his box, containing \$35 worth of clothing, etc., had disappeared. No time was lost in instituting a search, which proved a failure. The box was not on board the ship. Regretting his loss, Leung started for home, but he took stock of every individual he saw carrying a box. As he was leaving the wharf a coolie brushed hurriedly past him, carrying a box on his shoulder. Leung thought he saw the box, before and seized the man. The box he later recognised as his and a policeman was called and the coolie given in custody. Ip Yai was charged before Mr. F. A. Hazeland, at the Police Court, to-day, with theft, and the case was remanded, a plea of not guilty having been entered by the accused.

## SHIPPING AND MAILS.

## MAILS DUE.

German (*Prussia*) 16th inst., night.  
German (*Zieten*) 17th inst., daylight.  
Indian (*Kutnap*) 18th inst.

The Boston S. S. Co.'s *Shawmut* arrived at Yokohama on 11th inst.

The P. & O. S. N. Co.'s s.s. *Sunda* left Singapore for this port on 12th inst., at noon.

The N. Y. K. s.s. *Tokai Maru*, Bombay Line, left Moji for this port on 13th inst., and is expected here on 17th inst.

The N. Y. K. s.s. *Ceylon Maru*, European Line, left Shanghai for this port on 12th inst., and is expected here on 15th inst.

The Imperial German Mail s.s. *Prinzess* left Shanghai on 13th inst., at 8 a.m., and may be expected here on about 16th inst., night.

The P. & A. S. R. Co.'s s.s. *Namanto* will sail from Shanghai to-morrow morning, and will therefore be due to arrive at this port on 17th inst.

The Imperial German Mail s.s. *Zieten* carrying the German Mails will sail from Berlin on the 18th ult., left Singapore on 12th inst., at 6 p.m., and may be expected here on or about 17th inst., at daylight.



## Telegrams.

(Reuters.)

## The French Navy.

London, 12th July.  
The spread of the opium habit in the French navy has become such that special instructions for combating it have been sent to the naval commanders; also an important circular directing measures for the improvement of general discipline.

## The Anglo-Russian Agreement.

Sir A. Nicholson and Count Ivolsky are engaged in the Anglo-Russian negotiations, which are proceeding without a hitch, and it is expected that they will be concluded before the autumn.

The Tibetan and Afghan questions are already exhausted, and the Persian problems are now being discussed.

Later.

## The United States and Japan.

Admiral Yamamoto has arrived in New York.

In urging the maintenance of friendly Japanese and American relations, the Admiral said that the passing storm would disappear in the Pacific.

Admiral Evans paid a visit to Admiral Yamamoto.

## The King in Ireland.

The King and Queen in a message to the Lord Lieutenant of Ireland warmly thank the Irish for the hearty welcome which their Majesties received at the Leopoldstown races.

A magnificent reception was held in the afternoon.

## TYPHOON WARNING.

The following telegram was received by the American Consul-General from the Manila Observatory at 10 a.m., to-day:  
13th, 7.30 a.m.—Cyclone has crossed Luzon Island north of Guam moving probably W.N.W.

## THE BACTERIOLOGICAL INSTITUTE.

Dr. H. Macfarlane, medical officer in charge, writes in his annual report for 1906:

## STAFF.

Dr. C. M. Heanley, the newly appointed Assistant Bacteriologist, arrived in the Colony on 4th April, 1906. In addition to his duties at the Public Mortuary, he regularly assists me in the general routine bacteriological examinations. In addition he has carried on a certain amount of research work. Without his assistance, it would have been impossible to have started the Laboratory as an institute for general work and research study.

## BUILDINGS.

The Institute was opened for routine bacteriological examinations and research work on the 15th March, 1906. From this time onwards, the Bacteriologist confined his attention almost entirely to the fittings and equipment of the building for all kinds of research work. Although the building is somewhat complicated, and requires considerable care and time, it was found impossible to commence thorough research work until later in the year. A full description of the buildings and the accommodation provided was supplied by the Honorable the Director of Public Works in his Annual Report for the year 1905. In my opinion, the buildings have special qualifications for carrying out bacteriological examinations and research. The laboratory accommodation is excellent, and with stables and animal houses complete a compound admitting of the most varied experimental work. Each laboratory is fully equipped with the necessary apparatus according to requirement. A microphotographic apparatus has been ordered from home, and will be fixed up in one of the rooms specially prepared for this class of work. Another room is especially reserved for conducting any experimental or other research work which may be necessary from time to time. At present, arrangements are being made to have this room fitted with electrical apparatus in order to conduct certain important experiments on the action of light on bacteria.

The complete apparatus for the manufacture of vaccine lymph, in accordance with the methods employed in the Government Laboratories in London, has been fitted up in the Serum Laboratory, and gives satisfaction.

A hot room is provided in the basement for the incubation of bacteria on a large scale as in the production of toxins used in the preparation of diphtheria sera.

The animal houses are fitted so that they may be used for animals employed in the testing and production of toxins and sera.

The smaller rooms are used for breeding purposes.

A SINGAPORE Chinaman, who returned to Hongkong a few days ago from the Straits Settlements, and resides at 38, Connaught Road Central, went to a moneychanger's shop in Queen's Road Central last evening to change some money. Striding at the counter of the shop, and failing to notice that a few coolies had gathered around him, the Singaporean, by name Ng Kong, extracted two Straits Settlements 50 bills from his purse. Before he had time to turn them over to the moneychanger a coolie stepped up from behind the man and, giving him to understand that "the bills were not negotiable in Hongkong," took them out of his hand and gave them to an accomplice, who ran down the road, the other coolie going in another direction. This man was pursued and captured, his accomplice escaped. To-day, the prisoner, who gave the name of Chan Tuo, a fireman, residing at 9, Tai Hong Lane, was charged with theft. He pleaded not guilty before Mr. G. N. Orme. Mr. R. A. Harding appeared for the defence and the case was adjourned. Bail \$500.

## THE GREEN ISLAND CEMENT CO., LTD.

## INCREASE OF CAPITAL SANCTIONED.

An extraordinary general meeting of shareholders in the Green Island Cement Co., Ltd., was held at the office of the general managers (Messrs. R. Shewan, Tomes & Co.) for the purpose of passing a special resolution:

Mr. R. Shewan, president. The others present were Sir Paul Chater, Hon. Mr. Henry Keswick, Messrs. R. Henderson (secretary), R. Hancock, E. D. Haskell and J. A. Young.

The Secretary read the notice convening the meeting, and the following resolution was put to the meeting:

"That it is desirable to capitalise the sum of \$500,000, being part of the undivided profits of the company standing to the credit of the company's reserve fund and accordingly that the same be distributed as a bonus amongst the shareholders of the company on the date of the passing of the resolution in proportion to the shares held by them respectively, and that the general managers be, and they are hereby authorised to distribute among the shareholders the 200,000 unissued shares in like proportion."

The Chairman proposed its adoption.

Hon. Mr. H. Keswick seconded.

Carried unanimously.

The Chairman stated that a call of \$5.50 per share will be made immediately. Scrip will be ready on the 22nd inst. He thanked those present for their attendance and the meeting concluded.

## RATS AND RAT-FLAS IN HONGKONG.

REPORT BY DR. HEANLEY AND GIBSON.

The following report is printed as an appendix to the Medical Reports for last year published in the current issue of the *Gazette*:

## INTRODUCTION.

To determine with accuracy the particular species of every rat arriving at the Public Mortuary is by no means easy. In fact the greater number of cases an opinion can be given with certainty, but there remain some things like 20% which are difficult to recognise. This is due to several causes. (1) The young of both the common rats are very much alike, not only in size but in outline and colouring. The typical characteristics of the different species are only attained by the adult animal. (2) Some of the rats show the long ears of *Mus rattus* with the short coarse tail of *decumanus*. The possibility is that these nondescript are hybrids.

Of late years considerable attention has been given to rats and some who have worked in this connection have been reluctant to give to every rat a place in any particular species. Captain W. G. Linton, F.M.S., in a paper read before the Bombay Natural History Society in November, 1904, homologues the opinion that "It might be as easy to classify pie-dogs as rats in Bombay." A somewhat similar opinion is expressed by Kikaso, in the Philippine Journal of Science, June 1905, where he states, when speaking of different breeds of rats and their relation to plague: "Moreover, the results of biological researches tend to confirm the fact that although two distinct species of rat are found, the one most prevalent in Japan is a race which is a mixture of the two."

## SPECIES OF RATS.

The following are the species of rats we have found in Hongkong—*Mus rattus*, *decumanus*, *Mus musculus* and the so-called "musk rat" which is not a rat but a shrew (*Sorex giganteus*).

THE BLACK RAT: *MUS RATTUS*.

Although this is usually called the black rat it is seldom that one is seen which is really black and we have not seen one of this colour in Hongkong. The most common colour is a dirty grey. The fur is usually fine and soft, of a lighter shade on the belly, and extends quite a little way along the beginning of the tail; mixed with the fur are sometimes a few spiny hairs, though these are often absent. The tail is longer than the body and head together, it is generally slender and tapers to a fine point. The ears are moderately large, standing up distinct out of the fur and extending to the eye and even beyond it when laid forward. There are five pads on the fore foot and six on the hind foot. The hindmost pads are elongated, the digits well separated and more delicate than in the *decumanus*. The claws are sharp, curved and adapted for climbing. The skull is slightly convex above. The incisors are exceedingly sharp and sloped on the wearing surface at a very acute angle.

The inferior maxilla is broader, thinner and less rounded on its lower edge than that of the *decumanus* and the incisors follow the curve of its inferior border. The whole build of the animal is more light and graceful than that of the brown rat and is better adapted for climbing than burrowing.

THE BROWN RAT: *MUS DECUMANUS*.

There is little to choose in colour between this and the black rat. Taking an average of colouring the brown rat is the greyer of the two and of a lighter shade and this is more noticeable when a number of the two are examined together. The fur is coarser and on the back is mixed with longer and more bristle-like hairs which have a brownish red tint; these are continued on down the tail which is scaly and bare of fur almost from the root. The tail is shorter than the head and body together, it is thick and coarse, scaly and ends in a comparatively blunt point. In many specimens the point has been lost through some accident. The ears are short, rounded, set closely into the fur and when laid forward do not reach to the other canthus of the eye. The feet are large and strong, the pads being more rounded than in the *rattus* and covered with a thicker, tougher skin, and the digits are shorter, stronger, more closely set together, and less finger-like than in the black rat. The claws are straighter, and coarser than in the *rattus*. The skull is more convex on the top than that of the black

rat. The incisor teeth are more curved than those of the *rattus*, the curve being almost at right angles to the inferior maxilla, and the wearing face of the tooth is almost parallel to the wearing surface of the molar. This rat is larger and its whole build more robust than that of the black rat, and the general conformation more fitted for burrowing than climbing.

THE COMMON MOUSE: *MUS MUSCULUS*.  
The animal is too well known to need description although the Chinese do not appear to recognise it as a species distinct from the rat. It resembles *rattus* more than *decumanus*.

As already stated this is not a rat proper or even a rodent. It belongs to a rather mobile group, the insectivora, which includes such widely differing animals as the mole, hedgehog, shrew. This animal is caught in traps much less frequently than the others. Its outline closely resembles a rat, but it is appreciably smaller than the *rattus*. Its first characteristic is its overpowering musky odour which appears to have given it the Chinese name (*Shi*), the "stinking rat."

It is purely nocturnal in its habits, has a peculiar bat-like cry and frequents sewers, drains, and garbage heaps where it feeds on decaying animal matter. It sometimes finds its way into dwelling houses and its odour gives notice of its arrival. It seems to be regarded with particular aversion by Chinese who try to get rid of it by killing or driving it away. It is said to be looted upon by some as a very noxious animal, its breath even being reputed to be fatal to man or animals; and certain it is that no cat will touch it and only a very few dogs will attempt to kill it. On the other hand we have been told that its presence in a house is indicative of coming good luck in money matters and that Chinese like to see it there. It is covered with a soft, fine, almost black fur. Under this on each flank there is a band of stiff closely set bristles, from between which exudes an odorous fluid, the product of a particular gland. The two middle superior incisors are hooked, and directed at the base; the lower ones are slanting and elongated. Five small teeth follow on each side of the former and only two follow the latter. There are besides on each jaw three bristled molars, and finally on the upper one a small tuberculated tooth. The snout is greatly elongated and semipheniculate. The nostrils open on the side and are fitted with a valve arrangement which enables the animal to breathe under water. The eyes are rudimentary. It is an excellent swimmer and diver. Its gait is peculiar, owing to its short legs it moves along as if on wheels.

UNDETERMINED RATS.  
Under this heading we have included such rats as show in the one animal characters usually considered typical of *rattus* and *decumanus*, e.g., the short thick tail of *Mus decumanus* with the long ears of *Mus rattus*.

YOUNG RATS.  
These include baby rats of both species as the young are so much alike that differentiation is impracticable.

SPECIMENS.  
We have prepared specimens of the skulls of these rats and mounted them for future reference.

COMPARATIVE FREQUENCY.  
Taking the undecomposed rats which have arrived at the Public Mortuary during the last two months as indicative of the comparative numbers of each species in Hongkong we find roughly the following percentages.

Black rats: *Mus rattus* ..... 12%  
Brown rats: *Mus decumanus* ..... 18%  
Mice: *Mus musculus* ..... 4%  
Musk rats: *Sorex giganteus* ..... 2%  
Undetermined rats, size of *Mus rattus* ..... 5%  
Baby rats, undetermined ..... 15%

RAT-FLAS. SEASONAL PREVALENCE.  
We have had great difficulty during the last two months in finding fleas. The great majority of the rats coming to the Public Mortuary are obtained by killing or catching on bird lime. A hundred have been searched consecutively without finding a flea. Probably the fleas have left them. Only a limited number of rats have been obtained alive, and very few of these have had fleas. When catching fleas for the Indian Hygiene Commission in July of this year one of us had no difficulty in finding 2 or 3 a day on the same number of rats as are now arriving. They were found both on live and dead rats. The number of fleas we have got is consequently small and the number of varieties we have found is perhaps incomplete.

METHOD BY WHICH THE SPECIES WERE IDENTIFIED.  
Until recently little interest has been taken in the subject of fleas and the books we have on the subject are at variance and their descriptions are incomplete. In identifying the fleas we have used the figures and descriptions given by the well known authority on mosquitoes—C. M. Giles in the *Journal of Tropical Medicine*, July 1906. It is worth mentioning that he does not take upon himself to identify fleas but obtains the personal assistance of the authority on the group—the Hon. Mr. Charles Rothschild. The descriptions and figures are very lucid and enable us to identify with practical certainty four species. They are:

*Ctenopsylla muscicola*.  
This is the mouse flea. It is just now the one most commonly found on rats and mice in Hongkong. We have taken it on *Mus decumanus* and on mice but much more frequently on *Mus rattus*.

*Pulex serraticipes, vel felis*.  
This is the dog flea; we have found it on *Mus decumanus* once and also on a dog and a man.

*Pulex fasciatus*.  
We have only met with this flea once; it is said to be a common flea of rats.

*Pulex chiroptis, vel pallidus*.  
This is a flea we have taken in large numbers; we have caught as many as 40 on two rats of the species *decumanus*. We have also found it on *Mus rattus* and the musk rat.

C. M. HEANLEY, M.B., B.S., D.P.H.  
ADAM GIBSON, M.B.C.V.S.  
29th December, 1906.

## A JEWELLER IN TROUBLE.

## COUNTERFEIT COINS FOUND IN A SEARCH.

While searching for stolen goods in a jeweller's shop at No. 154, Queen's Road Central, yesterday, Detective Sergeant O'Sullivan arrested Pang Kau, the salesman, on a charge of being in possession of counterfeit coins. The coins—numbering some twenty-two pieces—comprising three of local and nineteen of Kwangtung currency, were alleged to have been discovered in the salesman's box. At the Police Court, this morning, he was arraigned before Mr. F. A. Hazeland on the charges. Mr. C. F. Dixon, of Messrs. Hastings and Hastings, who appeared for the defence, stated that he understood that the accused was also charged with being in unlawful possession of two silver watches and asked for a short adjournment. The police said that there will possibly be an extra charge—that of being in possession of stolen property—added against the accused, but no steps will be taken in that direction until they hear from Manila. Accused denied the charges. He reiterated that the base money was an accumulation he had received in business transactions. The case was adjourned until next week, and bail was allowed in the sum of \$500.

## COMMERCIAL.

## WEEKLY SHARE REPORT.

Reviewing the share business for the week, Messrs. E. S. Kidder & Co. write on 12th inst.:—There has been a further decline in stocks during the past week, but prices are now tempting purchasers, and a fair business has been done.

Banks.—Hongkong and Shanghai Banks have not been affected by fluctuations and remain unchanged at \$680 for the old shares ex new issue, and \$524 for the new issue. The London quotation is £79 ex new issue, and £60 for the new issue. Nationals are quiet at \$51.

Marine Insurances.—Sales of Cantons have been effected at \$70, and there are further buyers at the rate. Unions can be placed at \$770. Yangtze are steady at \$180.

Fire Insurances.—China Fires have been sold and are wanted at \$88. Hongkong Fires are quiet at \$320.

Shipping.—China and Manilas are still inquired for at \$15, and Douglases at \$41. Hongkong, Canton and Macao Steamboats have been fixed at \$197. Indo-Chinas have been taken off the market at \$30.

Refineries.—China Sugars are in demand at \$100. Perak Sugars are neglected at \$15. 90 Luons are unaltered.

Mining.—Chinese Engineerings have hardened and there are buyers in the North at \$15. 90. Rauba are wanted at \$6.

Docks, Wharves and Godowns.—Kowloon Wharfs can be obtained at \$78. Hongkong and Whampoa Docks have been dealt in at various rates from \$100 to \$100, closing with buyers. In the North, Shanghai Docks have been placed at \$15. 76, and Hongkew Wharfs at \$15. 23 1/2.

Lands, Hotels and Buildings.—Hongkong Lands have been booked at \$124 and \$104 closing quiet at the latter rate. Humphreys Estates are obtainable at \$107. Kowloon Lands have been sold at \$37. Shanghai Lands have buyers at \$15. 101 ex interim dividend of \$15. 3 paid on the 9th inst. West Points are steady at \$50.

Cotton Yarns.—There is no business to record in stocks under this heading. Ewos can be placed at \$15. 64.

Miscellaneous.—There have been sales of China Borneos at \$9 and China Light and Powers at \$6. China Providents are offering at \$9. Sales have taken place of Green Island Cements at \$17 1/2 cash div., and there are further buyers at \$17, ex the interim dividend of 50 cents per share paid to day. Dairy Farms can be fixed at \$15. Peak Tramways have again been sold at \$10 1/2 for the old shares and \$16 1/2 for the new shares. Hongkong Ropes are still wanted at \$23. Sumatras have improved considerably and buyers prevail in the North at \$15. 117 1/2. Langkats have changed hands at \$15. 23 1/2. Bells Asbestos have buyers at \$3. Shanghai Waterworks are in requested at \$15. 30, and \$15. 270 for the old and new shares respectively. It is notified that the final call of £5 on the new shares will be payable on the 30th September.

## YARN MARKET.

In their report dated 12th July, Messrs. Phiroosha P. Petit & Co. write:—Our last circular was dated the 28th June. The staidier tops of our yarn market, reported by last mail, has lived up to a briskness and activity so conspicuous by their absence for months past. The business reported has been on a large and extensive scale in almost all counts and descriptions. Whereas blanks have represented the columns overleaf against a number of mills for some time past, they are to-day, almost without exception, filled by numerals representing the actual figures at which transactions are reported to have taken place during the past fortnight. At the same time prices show an appreciation all round of from \$1 to \$3 per bale, while superior favourite spinnings of No. 100 have established a notable advance of from \$1 to \$6 per bale. It is reported that 6,000 bales have been contracted for forward delivery.

The impression that got abroad among Chinese dealers that transactions aggregating some 30,000 bales have recently been put through for the Western markets. The extensive purchase was confined to the better-known chops of Nos. 100 and 120. In the event of the report being confirmed, there will longer be any dependence (as mentioned in our circular No. 47, 27th July), of the Bombay mill-owners upon the Far Eastern markets for their main customers.

Reaffirming the prospective change between producers and Eastern buyers, and apprehending a shortage in the

## Today's Advertisements.

## NOTICE OF REMOVAL.

WE have to-day REMOVED our Office from Nos. 1 and 2, Beaufield Arcade to No. 21, CONNAUGHT ROAD. ULLDERUP & GILBERT, General Merchants. Hongkong, 12th July, 1907. [657]

## PUBLIC AUCTION.

## THE Undersigned have received instructions to sell by

## PUBLIC AUCTION, FOR ACCOUNT OF THE CONCERNED, ON

## SATURDAY, the 20th July, 1907, at 11 A.M., alongside the Queen Statue Wharf,

## The Steam Launch "PROGRESS."

Length... .. 55 feet.  
Breadth... .. 10 " 6 inches.  
Depth... .. 7 feet 1 1/2 inches.  
Engines Compound Non-Condensing.  
Cylinders... .. 7 feet 1 1/2 inches.  
Stroke... .. 9 inches.  
Boiler of Steel Round Horizontal Multitubular.  
Length of Do. .... 4 feet.  
Diameter of Do. .... 4 ".

TERMS:—As usual.

HUGHES & HOUGH, Auctioneers.

Hongkong, 12th July, 1907. [658]

supply of the favourite spinnings of Nos. 100 and 120, local Chinese dealers have gone in for extensive engagements which, in the light of the slow clearances, might be taken as more or less of the nature of speculative purchases. It is to be hoped that the off-take might show greater activity shortly, as unless purchases are cleared, stocks will soon accumulate to the prejudice of dealers and importers. Accumulation is certain to lead to depreciation in value.

In other quarters, the recent briskness in demand is attributed not so much to the spirit of speculation but to the rise in the price of Cotton. The cable report of an advance in the price of the staple in the American and European markets has created a belief in the minds of Yarn dealers that the advance in Cotton will be reflected in an advance also in the price of the Indian commodity.

Latest country advices confirm the report of a partial failure in the rice crop. Thanks to the benevolence measures of the powerful charitable institutions of Canton, they are continuing the policy of importing rice in bulk from Assam and Siam for cheap disposal in the districts of the Southern Provinces wherein the crop has been disappointing.

The third silk crop is reported to be good and plentiful, resulting in high prices for cocoons dropping some 2 per cent. A bountiful silk crop might, in a measure, make up for the poor rice harvest. So that the prospects of the consuming districts for cotton yarn may not appear so gloomy after all.

The market closes firm.

Sales:—355 bales of No. 60, 50 bales of No. 80, 6,875 bales of No. 100, 2,245 bales of No. 120, 1,455 bales of No. 160, and 3,190 bales of No. 200; in all about 14,190 bales.

Arrivals:—Per steamers *Catherine*, *Ishtar* and *Yongfeng* (from Calcutta), and *Milki Maru*, *Ishtar* and *Dilhi* (from Bombay) of about 5,000 bales.

Unsold Stock:—About 24,000 bales.

Exchange:—We close to-day as under:—

India T.T. at Rs. 163 1/2 per cent.

Demand " " 163 1/2

London T.T. " Sh. 22 1/2 = \$

Demand " " 22 1/2 = \$

Shanghai " " Tls. 73 = \$100.

Silver " " 31 1/2 = \$100.

Writing under same date, Messrs. Cawajee, Pallasjee & Co. report:—

Since the issue of our last report on the 28th ultimo per *S. Derantha* favourable advices from Bombay consequent on the advance in the prices of raw cotton in England and America have considerably strengthened holders who have succeeded in establishing an improvement of \$1 to \$7 in values. Our large neighbouring market of Shanghai has also been active and advancing and with extensive shipments to that port our stocks are greatly reduced which has considerably relieved our market of unsaleable goods. Prices in the country are much below our equivalent, notwithstanding which there has been during the past fortnight a much more extensive business than has been done for some months past and we close with a strong market.

No. 60.—Small business at an advance of \$2 to \$5 per bale.

No. 80.—Trifling sales at a slight advance.

No. 100.—Have been in very good inquiry at an improvement of \$2 to \$7 per bale, and the demand still continues for favourite threads.

No. 120.—Have also been largely dealt in at an appreciation of \$2 to \$4 per bale especially in superior spinnings.

No. 160.—A fair business has been done in this count in desirable spinnings at an advance of \$1 to \$3 per bale.

No. 200.—Have not been in great demand, but still a moderate business has been effected in special spinnings at an advance of \$2 to \$4 per bale.

Bales during the past fortnight comprise of about 57 bales of No. 60; 20 bales of No. 80; 6,000 bales of No. 100; 3,000 bales of No. 120; 1,008 bales of No. 160; 3,114 bales of No. 200; in all about 13,719 bales. Arrivals per steamers *Natherine*, *Apar*, *Milki Maru*, *Hopsang*, *Ishtar* and *Dilhi* amount to about 5,135 bales. Shipments to Shanghai and Northern Ports of about 5,000 bales. The unsold stock is estimated at about 45,000 bales.

Local Mills.—Sales of 515 bales No. 100, at \$23 to \$25 are reported.

Japanese Yarn.—The business of the interval comprises sales of 275 bales No. 160, at from \$115 to \$121 and of 500 bales No. 200, at from \$122 to \$129.

Exchange.—We quote to-day on India at \$2. 16 1/2. London at 26 1/2.

## Intimations

## THE ROBINSON PIANO CO., LD.

## TALKING MACHINES AND RECORDS.

## New Stock just arrived

## LARGE AND VARIED

## ASSORTMENT

## MUSIC

## Comic Opera Scores

## and Dance Music.

## RECEIVED BY EVERY MAIL.

Hongkong, 29th November, 1906. [13]

## SEASONABLE WINES.

## HOCKS &amp; MOSELLES

(SOLE AGENTS FOR LANGENSCHE & SOHNE, WORMS-ON-RHINE.)

Sparkling Moselle ..... \$28.00

" Hock ..... 28.00

Laubenhelm ..... \$13.00 15.00

Graacher ..... 14.00 16.00

Niersteimer ..... 15.00 17.00

Hochheimer ..... 20.00 22.00

Liebfraumilch ..... 24.00 26.00

California Riesling ..... 6.50 7.50

Do. Hock ..... 6.50 7.50

## CLARETS.

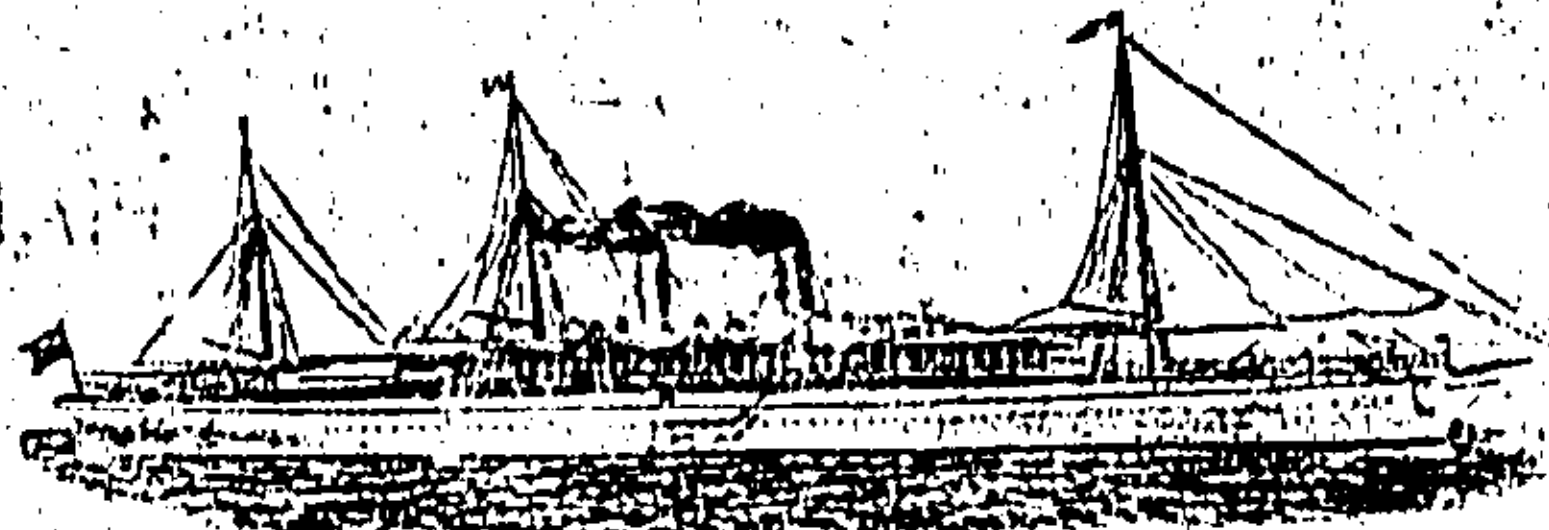
Vin Ordinaire ..... \$ 4.50 \$ 5.50 \$ 6.50

Cotes ..... 5.00 6.00 9.00



Shipping—Steamers.

CANADIAN PACIFIC RAILWAY COY.'S ROYAL MAIL STEAMSHIP LINE.



Luxury—Speed—Punctuality.

The only Line that Maintains a Regular Schedule Service of under Eleven Days across the Pacific is the "Empress Line." Saving 5 to 10 Days' Ocean Travel.

11 Days YOKOHAMA TO VANCOUVER. 18 Days HONGKONG TO VANCOUVER.

PROPOSED SAILINGS. (Subject to Alteration).

R.M.S.	Tons.	LEAVE HONGKONG	ARRIVE VANCOUVER
"ATHENIAN"	3,882	WEDNESDAY, July 17th	Aug. 10th
"EMPEROR OF INDIA"	5,000	THURSDAY, Aug. 1st	Aug. 19th
"MONTAGLE"	6,163	WEDNESDAY, Aug. 14th	Sept. 7th
"EMPEROR OF JAPAN"	6,000	THURSDAY, Aug. 29th	Sept. 16th
"TARTAR"	4,425	WEDNESDAY, Sept. 11th	Oct. 5th
"EMPEROR OF CHINA"	6,000	THURSDAY, Sept. 26th	Oct. 14th

"Empress" steamers will depart from Hongkong at 4 P.M.

Intermediate steamers at 11 Noon.

THE Quickest route to CANADA, UNITED STATES and EUROPE, calling at SHANGHAI, NAGASAKI, (through the INLAND SEA OF JAPAN), KOBE, YOKOHAMA, and VICTORIA, B.C., and at QUEBEC, with the Company's New Patriotic "EMPEROR" Steamships, 14,500 tons register. The through transit to LIVERPOOL being 23 days, from YOKOHAMA, and 29 days from HONGKONG.

Hongkong to London, 1st Class, via St. Lawrence £60. Via New York £62. Hongkong to London, Intermediate on Railways £40.

R.M.S. "MONTAGLE" "TARTAR" and "ATHENIAN" carry "Intermediate" Passengers only, at Intermediate rates, affording superior accommodation for that class.

Passengers Booked through to all points and AROUND THE WORLD. SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan.

For further information, Maps, Routes, Hand Books, Rates of Freight and Passage, apply to HONGKONG, 4th July, 1907. D. W. CRADDOCK, General Traffic Agent for China, Corner Pedder Street and Praya.

INDO-CHINA STEAM NAVIGATION CO., LD.

(PROPOSED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION).

For	Steamship	On
SHANGHAI	"WAISHING"	MONDAY, 15th July, 4 P.M.
SHANGHAI	"TAISANG"	TUESDAY, 16th July, 4 P.M.
SINGAPORE, PENANG & CALCUTTA	"KUMSANG"	WEDNESDAY, 17th July, 3 P.M.
MANILA	"LOONGSANG"	FRIDAY, 19th July, 4 P.M.

REDUCED FARES TO STRAITS & CALCUTTA.

	Single.	Return.
Hongkong to Singapore 1st Class	£ 65	\$100
"Penang	85	130
"Calcutta	165	250

\* These Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

Taking Cargo on through Bills of Lading to Chefoo, Tientsin, Newchwang and Yangtze Ports.

For Freight or Passage, apply to

JARDINE, MATHESON & CO., LD., General Managers.

Hongkong, 13th July, 1907.

CHINA NAVIGATION CO., LIMITED.

FOR STEAMERS TO SAIL:

FOR	STEAMERS	TO SAIL:
SWATOW & SHANGHAI	"YCHOOW"	14th July, 9 A.M.
HAIPHONG	"CHIEHI"	16th " daylight.
MANILA	"TANING"	16th " 4 P.M.
NINGPO & NEWCHANG	"NANCHANG"	16th " "
SWATOW, CHEFOO & TIENTSIN	"RUICHOW"	18th " "
SWATOW & SHANGHAI	"KIUKIANG"	19th " "
CEBU and ILOILO	"SUNGKIANG"	24th " "
MANILA, ZAMBOANGA, PORT DARWIN, THURSDAY ISLAND, COOK TOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY & MELBOURNE	"CHINGTU"	3rd Aug. 4 P.M.

The Attention of Passengers is directed to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivalled table. A daily qualified Surgeon is carried.

Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

Taking Cargo and Passengers at through Rates for all New Zealand and other Australian ports.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE, AGENTS.

Hongkong, 12th July, 1907.

HONGKONG—MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila.—Saloon, amidships—Electric Light—Perfect Cuisine—Surgeon and Stewardess carried.—All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captain.	For	Sailing Dates.
ZAFIRO	1540	A. Fraser	MANILA	SATURDAY, 20th July, at Noon.
HUI	1540	R. W. Almond	"	SATURDAY, 3rd Aug., at Noon.

For Freight or Passage, apply to

SHEWAN TOMES & CO., GENERAL MANAGERS.

Hongkong, 6th July, 1907.

HONGKONG—NEW YORK.

AMERICAN ASIATIC STEAMSHIP CO.

FOR NEW YORK via PORTS AND SUEZ CANAL.

(With Liberty to Call at the Malabar Coast).

Steamship To sail

"ABERLOUR" FRIDAY, 23rd August.

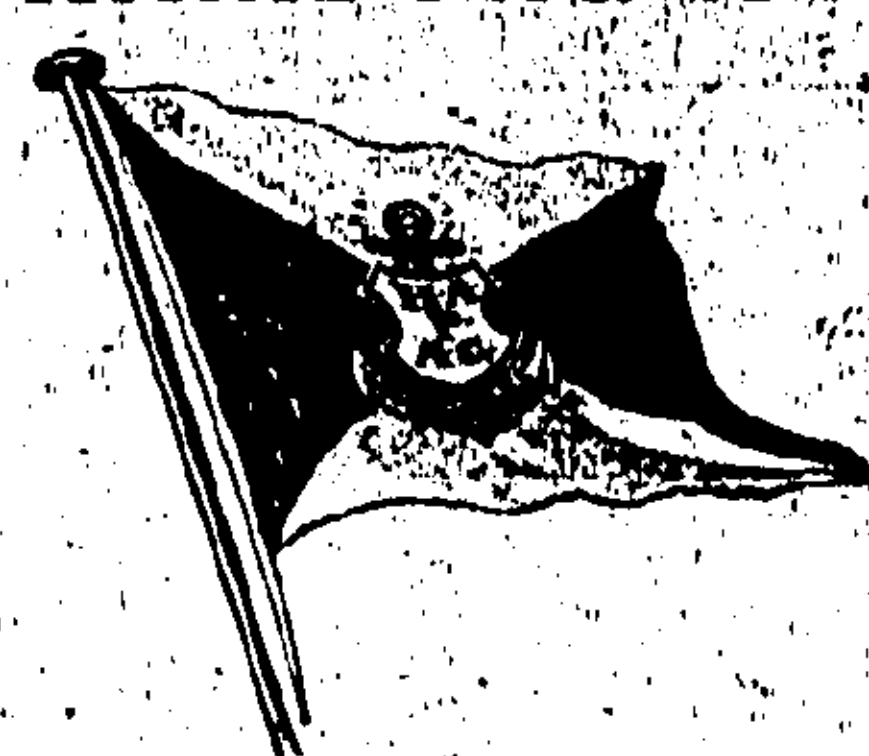
For Freight and further information, apply to

SHEWAN, TOMES & CO., General Agents.

Hongkong, 5th July, 1907.

Shipping—Steamers.

HAMBURG-AMERIKA LINIE.



150 Ocean Steamers

with

912,000

Br. Reg. Tons.

PASSENGER SERVICE.

RHENANIA.—HABSBURG.—HOHENSTAUFEN.

HIGHEST COMFORT, ONLY LOWER BERTHS.

Laundry on board, Doctor, Stewardesses carried.

Ports of call: NAPLES, PLYMOUTH, HAVRE.

NEXT SAILINGS FROM HONGKONG.

Outward.

Homeward.

HABSBURG ..... 2nd Aug.

Hongkong, 12th July, 1907.

SCANDIA ..... 7th Aug.

HABSBURG ..... 4th Sept.

RHENANIA ..... 4th Oct.

TOYO KISEN, KAISHA.

SOUTH AMERICAN LINE.

REGULAR STEAMSHIP SERVICE

BETWEEN

HONGKONG, CALLAO

AND

IQUIQUE via JAPAN PORTS

(KARATSU, KOBE and YOKOHAMA).

With option to call at MEXICAN and other

Coast ports.

Steamers Tons To sail on

"KATHERINE PARK" 4,900 July 18, noon

"KASATO MARU" 6,100 End of Sept.

Taking Freight and Passengers to other

Eastern and Western Coast ports of South

America in connection with Steamers of the

Pacific S. N. Co.

For further information as to Freight and

Passage, apply to

K. MATSUDA,

Manager,

York Building.

Hongkong, 27th June, 1907.

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE,

(Calling at Timor, Port Darwin, and

Queensland Ports, and taking through Cargo to

Adelaide, New Zealand, Tasmania, &c.)

THE Steamship

"EMPIRE"

Captain Helms, will be despatched as above,

on SATURDAY, the 27th July, at Noon.

This well-known Steamer is specially fitted

for Passengers, and has a Refrigerating Cham-

ber which ensures the supply of Fresh Provi-

 sions, Ice, &c., throughout the voyage. |







## SHARE QUOTATIONS.

Supplied by Messrs. E. S. KADOORIE &amp; Co. Corrected to noon; later alterations given under "Commercial Intelligence," page 5.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	POSITION AS PER LAST REPORT.	LAST DIVIDEND.	APPROXIMATE RETURN AT PRESENT QUOTATION BASED ON LAST YEAR'S DIV.	CLOSING QUOTATIONS.
<b>BANKS.</b>							
Hongkong & Shanghai Banking Corporation (new)	90,000	\$125	\$125	\$1,000,000	\$1,721,558	\$1.15/- and bonus of \$1.00 @ ex. 2/3 = \$24.33 making \$40.80 for 1906	4 1/2 %
National Bank of China, Limited	99,925	£7	£6	\$1,721,558	\$71,293	\$2 (London 3/6) for 1905	7 1/2 %
<b>MARINE INSURANCES.</b>							
Canton Insurance Office, Limited	10,000	\$250	\$50	\$1,675,000	\$233,638	\$20 for 1905	7 1/2 %
North China Insurance Company, Limited	10,000	£15	£5	\$1,675,000	Tls. 185,529	Interim of 7/6 for account 1906 @ ex. 2/10 11.16 per tael	6 1/2 %
Union Insurance Society of Canton, Limited	12,400	\$250	\$100	\$3,000,000	\$1,460,410	Final of \$12 making \$42 for 1905 and interim of 13/- for 1906	5 1/2 %
Yangtze Insurance Association, Limited	8,000	\$100	\$60	\$700,000	\$461,467	\$1 for year ending 31.12.1905	6 1/2 %
<b>FIRE INSURANCES.</b>							
China Fire Insurance Company, Limited	20,000	\$100	\$20	\$1,000,000	\$362,980	\$6 and bonus \$2 for 1905	9 1/2 %
Hongkong Fire Insurance Company, Limited	8,000	\$250	\$50	\$1,000,000	\$435,236	\$40 for 1905	12 1/2 %
<b>SHIPPING.</b>							
China and Manila Steamship Company, Limited	30,000	\$25	\$25	\$750,000	\$365	\$1 for 1906	6 1/2 %
Douglas Steamship Company, Limited	20,000	\$50	\$50	\$1,000,000	Nil.	\$2 1/2 for year ended 30.6.1906	6 %
Hongkong, Canton & Macao Steamboat Co., Ltd.	10,000	\$15	\$15	\$150,000	\$20,170	\$1 for 2nd half-year making \$2.00 for 1906	6 1/2 %
Indo-China Steam Navigation Company, Limited	60,000	£10	£10	\$600,000	\$2,452	10/- @ ex. 2/1 9/16 = \$4.69 1905	11 1/2 %
Shanghai Tug and Lighter Company, Limited	200,000	Tls. 50	Tls. 50	\$200,000	Tls. 13,327	Final of Tls. 3 1/2 making Tls. 5 1/2 (Pref.) and final of Tls. 3 1/2 making Tls. 5 1/2 (ord.) for 1906	10 1/2 %
"Shell" Transport and Trading Company, Limited	2,000,000	£1	£1	\$20,000,000	\$355,610	Interim of 1/- (Coupon No. 3) for a/c 1907	2 1/2 %
"Star" Ferry Company, Limited	10,000	\$10	\$10	\$100,000	\$137	\$1.00 for year ending 30.4.1907	4 1/2 %
Taku Tug and Lighter Company, Limited	30,000	Tls. 50	Tls. 50	\$300,000	\$18,730	Final of Tls. 2 making Tls. 6 for 1906	12 1/2 %
<b>REFINERIES.</b>							
China Sugar Refining Company, Limited	20,000	\$100	\$100	\$2,000,000	\$9,218	\$8 for year ending 31.12.06	8 %
Luzon Sugar Refining Company, Limited	7,000	\$100	\$100	\$700,000	Tls. 8,935	\$1 for 1907	4 1/2 %
Perak Sugar Cultivation Company, Limited	7,000	Tls. 50	Tls. 50	Tls. 350,000	Nil.	Tls. 4 (8 %) for year ending 31.8.06	4 1/2 %
<b>MINING.</b>							
Chinese Engineering and Mining Company, Ltd.	1,000,000	£1	£1	\$10,000,000	\$12,546	Interim of 1/6 for a/c year ending 28.2.07	4 %
Oriental Consolidated Mining Company, Limited	500,000	G \$10	G \$10	\$5,000,000	G \$909,050	Interim of 50 cents for account 1906	...
Raub Australian Gold Mining Company, Limited	50,000	£1	£1	\$500,000	\$8,745	No. 12 of 1/- = 28 cents	...
<b>DOCKS, WHARVES &amp; GODOWNS.</b>							
Fenwick (Geo.) & Co., Limited	18,000	\$25	\$25	\$450,000	\$10,335	\$1.75 for year ending 31.12.06	10 %
Hongkong & Kowloon Wharf and Godown Co., Ltd.	40,000	\$50	\$50	\$2,000,000	\$3,047	Final of \$2 1/2 making \$5 for 1906	6 1/2 %
Hongkong and Whampoa Dock Company, Ltd.	50,000	\$50	\$50	\$2,500,000	\$400,933	\$6 for 2nd half-year making \$12 for 1906	12 %
Shanghai Dock and Engineering Co., Ltd.	55,700	Tls. 100	Tls. 100	\$5,570,000	Tls. 3,997	Final of Tls. 4 making Tls. 8 for 1905/6	10 1/2 %
Shanghai and Hongkew Wharf Company, Limited	36,000	Tls. 100	Tls. 100	\$3,600,000	Tls. 23,117	Final of Tls. 10 making Tls. 18 for year ending 31.12.06 on old capital	23 %
Yangtze Wharf and Godown Company, Limited	2,500	Tls. 100	Tls. 100	\$250,000	Tls. 12,936	Tls. 18 for 1905	8 1/2 %
<b>LANDS, HOTELS &amp; BUILDINGS.</b>							
Anglo-French Land Investment Co., Ltd.	25,000	Tls. 100	Tls. 100	\$2,500,000	Tls. 3,388	Tls. 6 for 14 1/2 months ending 28.2.07	6 %
Astor House Hotel Company, Limited (Shanghai)	10,000	\$25	\$25	\$250,000	\$30,418	\$3 for year ended 30.6.1906	10 1/2 %
Central Stores, Limited	50,123	\$15	\$15	\$751,845	\$9,178	\$1.80 for 1906	12 %
Hongkong Hotel Company, Limited	12,000	\$50	\$50	\$600,000	\$371	\$5 for second half-year making \$10 for 1906	8 1/2 %
Hongkong Land Investment and Agency Co., Ltd.	50,000	\$100	\$100	\$5,000,000	\$56,218	Final div. of \$3 1/2 making \$7 for 1906	6 1/2 %
Hotel des Colonies Company, Limited	9,000	Tls. 25	Tls. 25	\$225,000	Tls. 1,935	Final of 6 % = 10 % for 1905	12 1/2 %
Hotel Metropole Company, Limited	2,000	\$100	\$100	\$200,000	\$4,699	Final of \$6 making \$10	12 1/2 %
Humphreys Estate & Finance Company, Limited	150,000	\$10	\$10	\$1,500,000	\$11,567	80 cents for 1906	7 1/2 %
Kowloon Land and Building Company, Limited	6,000	\$50	\$50	\$300,000	\$1,089	\$2 for 1906	4 1/2 %
Shanghai Land Investment Company, Limited	78,000	Tls. 10	Tls. 10	\$780,000	Tls. 61,078	Interim of Tls. 3 for account 1907	7 1/2 %
West Point Building Company, Limited	12,500	\$50	\$50	\$625,000	\$1,519	Final div. of \$2.10 making \$4.10 for 1906	8 1/2 %
<b>COTTON MILLS.</b>							
Ewo Cotton Spinning and Weaving Company, Ltd.	15,000	Tls. 50	Tls. 50	\$750,000	Tls. 64,986	Tls. 10 for year ended 31.10.1906	15 1/2 %
Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited	125,000	\$10	\$10	\$1,250,000	\$21,560	\$1 1/2 for the year ending 31.7.06	11 %
International Cotton Manufacturing Company, Ltd.	10,000	Tls. 75	Tls. 75	\$750,000	Tls. 36,211	Tls. 6 for year ended 30.9.06 (8 %)	12 %
Laoh-kung-mow Cotton Spinning & Weaving Co., Ltd.	8,000	Tls. 100	Tls. 100	\$800,000	Tls. 31,469	Tls. 8 for 1906	9 1/2 %
Soy Chee Cotton Spinning Company, Limited	2,000	Tls. 500	Tls. 500	\$1,000,000	Tls. 50,663	Tls. 50 for 1906	15 1/2 %
<b>MISCELLANEOUS.</b>							
Anglo-German Brewery Company, Limited	4,000	\$100	\$100	\$400,000	\$506	\$7 for 1906	8 1/2 %
Bell's Asbestos Eastern Agency, Limited	1,604	£12 1/2	£12 1/2	\$19,250	\$286	1/3 per share for 1905	8 1/2 %
Campbell, Moore & Co., Limited	1,200	\$10	\$10	\$12,000	\$1,663	\$3 for 1905	...
China-Borneo Company, Limited	10,000	\$12	\$12	\$120,000	Nil.	\$1 for 1904	...
China Flour Mill Co., Limited	4,000	Tls. 50	Tls. 50	\$200,000	Tls. 289	Final of Tls. 5 making Tls. 10 for 1905	15 1/2 %
China Light and Power Company, Limited	50,000	\$10	\$10	\$500,000	\$25,000	60 cents for year ended 28.2.06	0 %
China Provident Loan & Mortgage Company, Ltd.	100,000	\$10	\$10	\$1,000,000	\$15,110	80 cents for 1906	0 %
Dairy Farm Company, Limited	25,000	\$7 1/2	\$7 1/2	\$187,500	\$2,555	\$1.30 for year ending 31.7.1906	8 1/2 %
Green Island Cement Company, Limited	200,000	\$10	\$10	\$2,000,000	\$10,804	Interim of 50 cents per share for a/c 1907	11 1/2 %
Hall & Holt, Limited	21,000	\$20	\$20	\$420,000	\$15,021	\$2 1/2 for year ending 28.2.07	11 %
Hongkong Electric Company, Limited	60,000	\$10	\$10	\$600,000	\$2,933	\$1 per share for year ending 28.2.07	7 1/2 %
Hongkong Ice Company, Limited	5,000	\$25	\$25	\$125,000	\$4,361	Final of \$18 making \$22 for year ending 31.12.06	9 1/2 %
Hongkong Rope Manufacturing Company, Ltd.	50,000	\$10	\$10	\$500,000	\$4,212	\$2.00 for year ending 31.12.06	9 %
Maatschappij tot Exploitatie van Elektriciteit in Langkat, Limited	25,000	Gs. 100	Gs. 100	\$2,500,000	Tls. 10,374	Second interim div. of Tls. 7 1/2 for a/c 1907	10 %
Peak Tramways Company, Limited	25,000	\$10	\$10	\$250,000	\$2,655	5 pence sh. or period from 19th Oct. to 30th Apr. 07	9 1/2 %
Peak Tramways Company (new)	50,000	\$10	\$10	\$500,000	Nil.	None	...
Philippine Company, Limited	7,500	\$10	\$10	\$75,000	\$7,990	Final of Tls. 3 1/2 and bonus of Tls. 1 1/2 for year ending 31.12.06	4 1/2 %
Shanghai Gas Company, Limited	24,000	Tls. 50	Tls. 50	\$1,200,000	Tls. 7,990	Tls. 4 for 1905	12 1/2 %
Shanghai Horse Bazaar Co., Ltd.	5,400	Tls. 50	Tls. 50	\$270,000	Tls. 9,751	Final of Tls. 5 and Tls. 10 for 1906	12 1/2 %
Shanghai Pulp and Paper Company, Limited	4,500	Tls. 100	Tls. 100	\$450,000	Tls. 3,374	Final of Tls. 6 making Tls. 10 for 1906	8 1/2 %
Shanghai-Sumatra Tobacco Company, Limited	30,000	Tls. 20	Tls. 20	\$600,000	Tls. 7,843	Interim div. of 15/- for 1-year 1906	...
Shanghai Waterworks Company, Limited	8,175	£20	£20	\$163,500	Tls. 85,592	Interim div. of 5/- for 1-year 1906	...
South China Morning Post, Limited	6,000	\$25	\$25	\$150,000	\$4,934	None	...
Steam Laundry Company, Limited	20,000	\$5	\$5	\$100,000	Nil.	30 cts. (old) & 15 cts. (new) year ended 31.5.06	4 1/2 %
Tientsin Waterworks Company, Limited	1,000	Tls. 100	Tls. 100	\$100,000	Tls. 15,295	Interim of Tls. 4 for year 1905/6	...
Union Waterboat Company, Limited	50,000	\$10	\$10	\$500,000	\$349	First year	...
United Asbestos Oriental Agency, Limited	10,000	\$10	\$10	\$100,000	\$752	70 cents on 9,000 ord. shares and \$2.00 on 100 Founders for year ending 31.12.06	6 1/2 %
Watson, (A. S.) & Co., Limited	50,000	\$10	\$10	\$500,000	\$5,482	Final of 40 cents per share making 80 cents for year ending 31.12.07	7 1/2 %
William Powell, Limited	15,000	\$10	\$10	\$150,000	\$182	Final of 30 cts. making 80 cts. for the year ended 30th June, 1906	10 %

\*These shares are entitled to half of the profits.

## Mails.

MESSAGERIES MARITIMES  
FRENCH MAIL STEAMERS.

HAYRE, BORDEAUX, MEDITERRANEAN AND BLACK SEA PORTS.

The S.S. "ERNEST S. MONS."

Captain Girard, will be despatched to MARSEILLES on TUESDAY, the 23rd July, at 1 P.M.

This steamer connects at Colombo with the Australian line s.s. "Dumbia" bound for Marseilles via Bombay and Aden.

Passage tickets and through Bills of Lading issued for above ports.

Cargo also booked for principal places in Europe.

Next sailings will be as follows:-

S.S. TONKIN ..... 6th August.

S.S. SALAZIE ..... 20th August.

S.S. POLYNESIE ..... 3rd Sept.

S.S. TOURANE ..... 17th Sept.

S.S. AUSTRALIE ..... 1st Oct.

S.S. NERA ..... 15th Oct.

G. DE CHAMPEAUX, Agent.

Hongkong, 10th July, 1907.

NAVIGAZIONE GENERALE ITALIANA  
(Florida and Rubattino United Companies.)

STEAM FOR BOMBAY, VIA SINGAPORE AND PENANG.

Having connection with Company's Mail Steamers to ADEN, SUEZ, PORT SAID, MESSINA, NAPLES, LEGHORN and GENOA, also

VENICE and TRIESTE, all MEDITERRANEAN, ADRIATIC, LEVANTINE and SOUTH AMERICAN PORTS up to CALLAO.

(Taking Cargo at through Rates to PERSIAN GULF and BAGDAD, also BARCELONA, VALENZA, ALICANTE, ALMERIA and MALAGA).

THE Steamship "ISCHIA."

Captain Dini, will be despatched as above on MONDAY, the 15th instant, at Noon.

At BOMBAY, the Steamer is discharging in Victoria Dock.

For further Particulars regarding Freight and Passage, apply to

CARLOWITZ &amp; Co., Agents.

Hongkong, 11th July, 1907.

REGULAR STEAMSHIP SERVICE TO NEW YORK,

VIA PORTS AND SUEZ CANAL, (With Liberty to Call at Malabar Coast).

PROPOSED SAILINGS FROM HONGKONG.

FOR BOSTON AND NEW YORK.

For Freight and further Information apply to

DODWELL &amp; Co., LIMITED, Agents.

Hongkong, 10th July 1907.

## Intimations.

## ACHEE &amp; CO.

ESTABLISHED 1859.

## FURNITURE,

## DEPOT

GENERAL HOUSEHOLD

FOR

REQUISITES.

EASTMAN'S

&amp;C., &amp;C., &amp;C.

KODAKS, FILMS,

Telephone 256.

AND ACCESSORIES.

AMATEUR WORK Receives PROMPT and CAREFUL ATTENTION.

Hongkong, 16th May, 1907.

# Dewar's

## 'Imperial'

The Whisky without an equal

Sole Agents: BUMANN &amp; BERBLINGER,

15, 16 &amp; 17, Connaught Road Central.

(480)